

Thirty-Eighth Annual Report

OF THE

RAILROAD COMMISSION

OF THE

STATE OF FLORIDA

FOR THE YEAR 1934



COMMISSIONERS

GEO. G. MCWHORTER, <i>Chairman</i> , Commissioner;	} Aug. 17, 1887, to June 13, 1891.
E. J. VANN, Commissioner;	
WILLIAM HIMES, Commissioner;	
JOHN G. WARD, <i>Secretary</i> .	

(Commission was abolished by Act of Legislature, 1891;
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	} July 1, 1897, to Jan. 3, 1899.
HENRY E. DAY, Commissioner;	
JOHN M. BRYAN, Commissioner;	
J. L. NEELEY, JR. <i>Secretary</i> .	

HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 3, 1899, to Jan. 8, 1901.
JOHN M. BRYAN, Commissioner;	
JOHN L. MORGAN, Commissioner;	
J. N. NEELEY, <i>Secretary</i> .	

HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 8, 1901, to Jan. 6, 1903.
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.)	

JOHN M. BRYAN, Commissioner;	} Jan. 8, 1901, to Jan. 6, 1903.
JOHN L. MORGAN, Commissioner;	
J. N. NEELEY, <i>Secretary</i> .	
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	

JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;	} Jan. 6, 1903, to Jan. 3, 1905.
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;	} Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8, 1907, to Jan. 4, 1909.
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1909, to Jan. 3, 1911.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1913, to Jan. 5, 1915.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 5, 1915, to Jan. 2, 1917.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	
(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his successor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1917, to Jan. 7, 1919.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 7,
NEWTON A. BLITCH, Commissioner;		1919, to
ROYAL C. DUNN, Commissioner;	}	Jan. 4,
LEWIS G. THOMPSON, <i>Secretary</i> .		1921.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	
NEWTON A. BLITCH, Commissioner;		
A. S. WELLS, Commissioner;		Jan. 4,
LEWIS G. THOMPSON, <i>Secretary</i> .		1921, to
Note—Royal C. Dunn was not a candidate for re-election.		Jan. 2,
		1923.

Note—Newton A. Blitch died on October 30, 1921, and was succeeded by Hon. A. D. Campbell, effective November 12, 1922.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	
A. D. CAMPBELL, Commissioner;		
A. S. WELLS, Commissioner;		Jan. 7,
LEWIS G. THOMPSON, <i>Secretary</i> .		1923, to
Note—A. D. Campbell died on February 10, 1924, and was succeeded by Hon. E. S. Matthews, effective February 25, 1924.		Jan. 2,
		1925.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 7,
E. S. MATTHEWS, Commissioner;		1925, to
A. S. WELLS, Commissioner;		Jan. 4,
LEWIS G. THOMPSON, <i>Secretary</i> .		1927.

A. S. WELLS, <i>Chairman</i> , Commissioner;	}	Jan. 4,
E. S. MATTHEWS, Commissioner;		1927, to
*R. L. EATON, Commissioner;		Jan. 8,
LEWIS G. THOMPSON, <i>Secretary</i> .		1929.

*Died February 27, 1927, and was succeeded by Mrs. R. L. Eaton, under appointment by the Governor for the unexpired term.

*A. S. WELLS, <i>Chairman</i> , Commissioner;	}	Jan. 8.
EUGENE S. MATTHEWS, Commissioner;		1929, to
MRS. R. L. EATON, Commissioner;		Jan. 6,
LEWIS G. THOMPSON, <i>Secretary</i> .		1931.

*A. S. Wells died December 16, 1930, and was succeeded by L. D. Reagin, appointed by the Governor to serve for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commis-	} Jan. 8, 1931, to Jan. 6, 1933.
sioner;	
MAMIE EATON-GREENE, Commissioner;	
*L. D. REAGIN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

*L. D. Reagin resigned and Tucker Savage was issued a commission on July 6, 1931, appointing him to serve for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commis-	} Jan. 3, 1933, to Jan. 8, 1935.
sioner;	
MAMIE EATON-GREENE, Commissioner;	
*W. B. DOUGLASS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	
*Tucker Savage, appointed to fill unexpired term of L. D. Reagin, was not a candidate for re-election.	

W. B. DOUGLASS, <i>Chairman</i> , Commissioner;	} Jan. 8, 1935, to Jan. 7, 1936.
EUGENE S. MATTHEWS, Commissioner;	
JERRY W. CARTER, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

FLORIDA RAILROAD COMMISSION

Tallahassee, Florida.

LETTER OF TRANSMITTAL

March 1, 1935.

To His Excellency,
David Sholtz,
Governor of Florida

In accordance with the provisions of the Statutes,
we transmit herewith the report of the Railroad Com-
mission of the State of Florida for the calendar year,
1934.

Respectfully submitted,

W. B. DOUGLASS, Chairman,
EUGENE S. MATTHEWS, Commissioner.
JERRY W. CARTER, Commissioner.

LEWIS G. THOMPSON,
Secretary.

BRIEF REVIEW OF THE COMMISSION'S ACTIVITIES FOR 1934.

TELEPHONE COMPANIES GENERAL INVESTIGATION

The Commissioners received numerous complaints from cities and individuals in the State alleging that the level of telephone rates in Florida under present economic conditions was unjust and unreasonable. The Commission, on January 5, 1934, thereupon entered into a general investigation of all telephone rates, both local and long distance, of all telephone companies operating under its jurisdiction and ordered these companies to show cause why such rates for intrastate service furnished by them within the State of Florida should not be reduced.

Hearings were held in Tallahassee, Orlando and Miami and at these hearings voluminous testimony and evidence was taken and approximately one thousand exhibits were filed.

The Commission cannot arbitrarily reduce telephone rates for it is required by law to fix just and reasonable rates upon the value of the property used and useful to the public and give consideration to other pertinent factors.

There are twenty-six telephone companies in Florida operating one hundred and forty-seven exchanges. In 1932 these companies had in service one hundred and thirty-six thousand two hundred and ninety-eight stations. The approximate value of telephone properties in the State is Fifty Million Dollars. It is obvious that with its limited appropriation, sufficient only to employ one telephone engineer, the Commission is faced with a difficult task in conducting

this extensive investigation, reviewing the evidence and issuing an order within a limited period of time; however, the final hearing will be held in March, 1935, and the Commissioners will conclude this case as soon thereafter as possible.

RATES ON HAND SETS, DESK SETS AND SERVICE CONNECTION CHARGES:

The Commission on its own motion entered into an investigation to determine whether extra charges for service in connection with desk sets and hand sets and service connection charges should be reduced or eliminated. As a result of this investigation an order was issued effective January 20, 1934, reducing the extra charge on desk sets from twenty-five cents to ten cents per month and the rate on hand sets or french type telephones from fifty cents to twenty-five cents per month and making material reductions in service connection charges.

The saving to the public in the reduction of these charges was estimated to amount to about \$200,000 per year.

NEW EXCHANGES

New telephone exchanges were opened by the Southern Bell at Clewiston and Belle Glade. Rates for telephone service at these places were established by the Commission. The basic rate at Clewiston is \$4.00 for one-party business and \$3.00 for one-party residence. The basic rate at Belle Glade for individual lines is \$4.00 business and \$2.75 residence.

ST. PETERSBURG EXCHANGE RATES.

On complaint of the St. Petersburg Merchants Association, et al, the Commissioners made an investigation of telephone exchange rates at the St. Petersburg Exchange. The telephone engineer of the Commission, with one assistant, made a detailed appraisal of the property. The time required to make this inventory with so limited a force was about one year.

On May 24 the Commissioners issued their Order requiring the Peninsular Telephone Company to reduce its rates at St. Petersburg. The Order of the Commission was appealed to District Federal Court and that Court directed that the case should be referred to a Special Master for further review. Hon. C. L. Waller was appointed Special Master and proceedings are now being conducted before him.

TELEPHONE RATES AT WINTER PARK.

A flat reduction in the base rate of 25 cents per station for all classes of service at Winter Park was ordered by the Commissioners after a series of conference between a committee representing the Chamber of Commerce of Winter Park and the Telephone Company, who agreed that this would be a fair reduction in telephone rates at this Exchange.

**INTER COUNTY TELEPHONE COMPANY—
RATE CHANGES.**

This Company changed its service from magneto to non-attended system at Bowling Green at a cost of \$4,000.00. Subscribers petitioned that fair rates for the improved service should be allowed and the Commissioners approved this application.

The Inter County Company changed its service from magneto to common battery system at Wau-chula, Everglades and Punta Gorda at an additional investment of \$15,000.00. Subscribers at these exchanges petitioned the Commissioners to allow a reasonable increase in rates for the improved service and the applications were granted.

The Inter County Company applied to the Commission for authority to eliminate Zone Three from its base rate area at its Avon Park Exchange. This change resulted in a reduction to subscribers residing in Zone Three and the application of the telephone company was granted.

The Commissioners authorized the Inter County Company to establish seasonal rates for a shorter term than six months in order to accommodate tourists who did not require service for that length of time. This resulted in a reduction of rates for the short term period, and was approved by the Commissioners.

The former charge of fifty cents per month per station for hotels owning and maintaining its own wires was in effect at Inter County Telephone Company exchanges. On application the Commission a twenty per cent reduction on this class of service and also allowed a twenty-five per cent reduction in annual charges for all service in hotels whose bills for telephone service were paid upon the first of the calendar year for the entire year.

BOAT LINES

Jurisdiction

Under provisions of Chapter 6702 the term 'common carrier' is deemed to mean and include all companies or persons owning and operating steamboats

used in the transportation of freight or passengers upon the rivers or inland waters in this State, and also all boats or vessels of ten tons net or over and propelled by gasoline, kerosene, fuel oil, or any such like propelling products running from a coastal port to a coastal port in this State used in the transportation of freight or passengers for hire.

The Commission held that points on the East Coast Canal and on the St. Johns River were coastal ports within the meaning of this statute, and the boat lines operating on these waterways were directed to show cause why the Commission should not assume jurisdiction over their operations.

After hearing the Commission in its Order and opinion No. 1185, held that they had jurisdiction in the premises and ordered the St. Johns River Line, Suwannee Steamship Co., Brown's Motor Freight Lines Inc., and Miller Boat Line, to file tariffs and annual reports. These lines complied with the order of the Commission without appeal to the courts.

The Commission also by its Order No. 1192, ordered the Clyde Mallory Lines, Merchants & Miners Transportation Co., Baltimore and Carolina Line, Inc., and all companies operating steamships engaged in the transportation of freight and passengers from and to ports within the State of Florida to show cause why the Commission should not assume jurisdiction over their operations, require tariffs to be filed and the accounting rules of the Commission complied with.

This cause was heard before the Commission on November 1. Oral argument before the Commission was requested and granted, but because of other important cases this proceeding has not been set for oral argument.

DEPOTS AND AGENCIES.**Sneads**

The old frame depot building maintained by the Louisville & Nashville Railroad at Sneads was destroyed by fire and as an emergency measure two box cars were set off and used as a station. Complaint was filed by citizens of Sneads that this facility was inadequate. The railroad was ordered to submit plans for a new depot. These plans were not accepted by the Commission had plans for a larger station building with better accommodations prepared. The station has been built in accordance with the Commission's specifications and is now in use.

Eau Gallie

The Florida East Coast Railway applied to the Commission to close its agency at Eau Gallie, filing a statement showing that the total revenue for the year amounted to only \$9,800. The Commission held that while freight revenue had fallen off there was appreciable receipts from passenger fares and express, and that the discontinuance of the agency would result in serious inconvenience to the public. The application was therefore denied.

Kenansville

The Florida East Coast Railway applied to the Commission to move its agency from Kenansville to Nittaw where a large sawmill had been opened. Revenues at Kenansville amounted to about \$27,000 per year, mostly car-load freight, which the applicant claimed could be handled by conductors' billing.

**CASES BEFORE THE INTERSTATE COMMERCE
COMMISSION****Refrigeration**

The Commission was represented by its accountant, Mr. Fred Pettijohn from July 8 to April 2 in an investigation instituted by the Interstate Commerce Commission upon its own motion into and concerning the justness, reasonableness and lawfulness of the charges of all common carrier railroads for protection of perishable freight against cold or heat.

Our accountant also represented the Growers and Shippers League of Florida in this case and joined with its counsel in the preparation of a brief filed as to the elements to be apprehended in the refrigeration rate and as to how such elements should be developed.

This is probably the largest refrigeration investigation ever conducted by the Interstate Commerce Commission. Testimony covered about 15,000 pages and nine hundred exhibits were introduced. The investigation commenced in April 1932 and it is anticipated that a proposed report of the examiner will be ready not later than March 1935.

General Increase in Rates—Ex parte 115

Rail carriers applied to the Interstate Commission in August to permit increases in rates, including joint rail and water rates by various percentages, in cents per hundred pounds, in cents per ton, or in dollars per car, on various commodities specified in the application.

The petition stated that the resulting increases in revenue based upon 1933 traffic and traffic now moving would be approximately \$170,000,000. The carriers stated increase in revenue is needed to meet increased operating expenses, resulting from increase

in prices of materials and supplies and increase in wage levels.

The Commission was represented at the hearing in Washington by Mr. Turnbull, counsel, and Mr. Tench, rate expert. Proceedings have not been concluded.

INTRASTATE RATES

Commodity Rates—LCL

Rail carriers applied to the Commission for authority to cancel all existing less than carload commodity rates and exceptions to Southern Classification, which was authorized by the Commission's Order 1164. On further investigation it was found that there is a considerable movement of coal, lime, cement, plaster and asphalt in less than carload quantities. The Commissioners found that Southern Classification ratings on these commodities were too high to allow free movement especially in the face of present motor vehicle competition and, therefore, ordered that the rates on these commodities should be restored to Class K rating under Florida Classification No. 8.

Class Rates Between Jacksonville, West Palm Beach and Miami.

An agreement was reached between the Florida East Coast Railway, Seaboard Air Line Railway and water carriers serving the ports of Jacksonville, West Palm Beach and Miami to revise Class and Commodity Rates between these points, the stated purpose being to stabilize such rates.

This would result in increasing first and second class rates between Jacksonville-Miami and reducing

Classes 3 to 12, inclusive, and the cancellation of a number of Comodity rates. Between Jacksonville-West Palm Beach the proposal would result in advances in all Class rates, and materially advance Commodity rates between these points and if adopted would place West Palm Beach rates on the basis of Miami rates.

The Commission found that an Order to stabilize rates was not necessary to disrupt the practice that had been in effect for many years by providing the same rates to and from West Palm Beach as to and from Miami when, for a number of years past, carriers had published voluntarily rates to and from West Palm Beach in keeping with the difference in distance between West Palm Beach and Miami.

Revising Class Rates and Certain Commodity Rates for Distances of Less Than 150 Miles.

This application of rail carriers was denied in view of the fact that common carrier truck lines in Florida are using rail rates and the approval of this application would unbalance rates as between rail and truck lines.

Revising Commodity Rates—CL—and Ratings on Iron and Steel Articles—C1.

The Commission granted this application with the exception of shipments moving from Tampa to Miami, necessary relief from the long and short haul law and Freight Rule No. 2 being extended.

Cancelling Commodity Rates on Sea Island Cotton.

The Commission approved the application of rail carriers to cancel commodity rates on Sea Island Cotton between points in Florida with the understanding that any future shipments of this commodity would be handled at the regular cotton rate.

Increase of Rates on Agricultural Insecticides and Fungicides—C1.

The application of carriers to increase these rates was denied.

Boat Rates on Fertilizer.

By Order No. 1205 the Commissioners established rates on fertilizer, CL, from Jacksonville to the Hastings Potato District via water carriers. The Commissioners found that an order for the boat lines operating on the St. Johns River to compete with rail carriers in handling these shipments it was necessary for the boat lines to provide for delivery of shipments at destination with a differential to overcome a slower water service. Rates were fixed out of which rates the boat carriers were authorized to allow thirty cents per ton to the consignee to cover delivery charges.

MISCELLANEOUS RATE CASES

In order to give prompt disposition to the applications of rail carriers and motor carriers to meet competitive rates the Commissioners adopted the practice of holding a hearing on the second Tuesday of each month to consider these applications. During the year 1934 fifty-two such applications were heard and passed on by the Commissioners. In addition many minor applications for adjustment of rates were disposed of by correspondence.

APPROPRIATION

The Commission can be just as useful in the regulation of utilities as the citizens of the State desire it

to be provided adequate appropriations are made to administer the laws placed under the jurisdiction of the Commission.

The last Session of the Legislature appropriated out of General Revenue for salaries the sum of \$34,-100.00 and for necessary and regular expenses \$20,-500.00. The average yearly appropriations out of General Revenues of all Commissions in the United States is \$195,000.00. The Georgia Commission receives \$110,000.00; South Carolina \$121,000.00; Alabama \$122,000.00; Missouri \$379,000.00. The maximum appropriation received by a State Commission is \$1,115,000.00 appropriated for the use of the Illinois Commerce Commission.

The Commission has only one telephone engineer, one accountant, and one rate expert. The services performed for the public would be materially augmented if these departments were expanded.

In the event that other utilities are placed under the jurisdiction of the Commission adequate appropriation should be made for enforcement and supervision.

The Commission receives only ten per cent of the mileage tax collected from auto transportation companies after the Comptroller has deducted his expenses. We respectfully recommend that this should be increased to 20 per cent of the mileage tax collected in order that the Commissioners may be in position to more fully comply with the duties placed upon them by the Motor Transportation Act.

ASSESSMENT OF COST OF REGULATION

In fourteen states laws have been enacted imposing the cost of regulation upon the regulated utilities.

These laws provide generally that the expenses of the Commission in making investigations or appraisals of particular utilities shall be borne by the utilities investigated.

By this method, the cost of regulation is directly assessed against those persons receiving the benefits of regulation and not against the general public. These assessments are usually based on gross operating revenues or special assessments are made to cover the costs of particular investigations if it is found that rates are excessive or practices improper.

RECOMMENDATIONS

Difficulty has been experienced in enforcing the transportation laws with respect to so-called travel bureaus. These bureaus are set up in our principal tourist centers during the winter season and charge a fee for arranging transportation between owners of automobiles and passengers desiring transportation. Frequently the owners of these automobiles are irresponsible, carry no liability insurance and after collecting the fare dump their passengers somewhere along the route.

We respectfully recommend that motor carrier transportation agent's Act similar to those enforced in California, Missouri, New Mexico, Ohio, Oklahoma and Tennessee, be enacted requiring so-called "travel bureaus" to be licensed by the Commission, which shall not issue a license if it finds that the agent is not a fit or proper person or that the motor carrier is not complying with the State or Federal laws.

An annual license fee should be imposed and agents required to file a bond conditioned upon the

faithful performance by the motor carrier of the contract of transportation and the faithful performance by the agent of his undertaking.

These agents should be required to keep for a period of two years the records of all transactions.

The Commission very strongly recommends passage of an Act giving it authority to issue cease and desist orders and to assess a fine for violation of these orders. In our experience we have found that by transfer of title of the vehicle or by transfer of ownership of the property evasions of the law and subterfuges are practiced which cannot be reached in any other way.

INFORMAL APPLICATIONS AND COMPLAINTS

1. Telephone service at business station. Whitner Beauty Shop, Gainesville, Florida, vs Southern Bell Telephone & Telegraph Company. Settled.

2. Abandonment station platform at Half Moon, Florida. Atlantic Coast Line Railroad Company. Approved.

3. Payment for service. Southeastern Telephone Company vs A. P. Spencer, Tallahassee. Settled.

4. Improper ventilation of cars. E. R. Ensey vs American Railway Express. Settled.

5. Failure to issue directory. Will O. Murrell, Jacksonville, vs Southern Bell Telephone and Telegraph Company. Settled.

6. Rates for Service at Fairfield, Florida. D. C. Smith vs McIntosh Telephone Company. Settled.

7. Moving station house from Bocaraton to Delray Beach. Florida East Coast Railway. Approved.

8. Closing agency at Kenansville and opening agency at Nittaw. Florida East Coast Railway. Transferred to formal docket.

9. Delivery of messages. Tavares Real Estate Exchange vs Postal Telegraph Cable Company. Settled.

10. Removing station platform at Komoko. Atlantic Coast Line Railroad Company. Approved.

11. Closing express agency at Campville. Railway Express Agency, Inc. Agent secured and agency reopened.

12. Dismantling depot at Panama Park. Seaboard Air Line Railway. Authorized.

13. Dismantling depot at Highland, Florida. Seaboard Air Line Railway. Authorized.

14. Telephone service at Fort Walton. Robert F. Sikes vs Southeastern Telephone Company. Dropped.

15. Telegraph service at Ona, Florida. R. W. Roberts vs. Western Union. Settled.

16. Charge made for trailer. John P. Mansaur vs Gandy Bridge Company. Settled.

17. Installing telephone service. Dr. Wm. A. Bagwell, High Springs, vs. Florida Telephone Corporation. Dropped.

18. Seasonal changes in schedules. Seaboard Air Line Railway. Approved.

19. Schedule of train 101, 102, 201 and 202. Seaboard Air Line Railway. Approved.

20. Changes passenger train service—trains 11, 12, 1, 191, 2 and 192. Seaboard Air Line Railway. Approved.

21. Substituting caboose cars for passenger cars on Wannee Tarpon Springs branches. Seaboard Air Line Railway. Authorized subject to review on complaint.

22. Suspension of Rule 26. Railroads. Approved.

23. Changes in schedules, trains 30, 409, 410 and 29. Seaboard Air Line Railway. Approved.

24. Closing Mountain Lake Agency. Railway Express Agency, Inc. Authorized.

25. Dismantling depot at Goldenrod, Florida. Seaboard Air Line Railway. Approved.

26. Failure to keep schedule. St. Cloud Business Men's Club vs Atlantic Coast Line Railroad. Settled.

27. Discontinuing passenger service on mixed trains 433 and 436. Atlantic Coast Line Railroad Company. Authorized.

28. Failure to close station to long distance. Postmaster, Fort Myers vs Inter County Telephone and Telegraph Company. Settled.

29. Substituting covered platform for depot at Gretna. Seaboard Air Line Railway. Authorized.

30. Making experimental changes in schedules. Seaboard Air Line Railway. Approved.

31. Discontinuing operation mixed trains on Lake City Branch. Atlantic Coast Line Railroad. Approved.

32. Removing station building at Stringer. Atlantic Coast Line Railroad. Approved.

33. Discontinuing agency at Lake Helen. Railway Express Agency, Inc. Approved.

34. Discontinuing agency at Orange City. Railway Express Agency, Inc. Authorized.

35. Substituting caboose cars for passenger car service, East Quincy to Havana. Seaboard Air Line Railway. Authorized.

36. Substituting caboose cars for passenger car service, Tallahassee to Smith Vereen. Seaboard Air Line Railway. Authorized.

37. Substituting caboose cars for passenger car service. Baldwin to Fernandina. Seaboard Air Line Railway. Authorized.

38. Discontinuing services of caretaker at Orange City Junction. Atlantic Coast Line Railroad. Approved.

39. Discontinuing services of cartaker at Floral City. Atlantic Coast Line Railroad Co. Approved.

40. Discontinuing services caretaker at Oldtown. Atlantic Coast Line Railroad. Approved.

41. Discontinuing agency at Kilarney. Seaboard Air Line Railway. Approved.

42. Changing schedules trains 59 and 60 between Waldo and Tampa. Seaboard Air Line Railway. Approved.

43. Station facilities Tavares—rebuilding depot. Seaboard Air Line Railway. Approved.

44. Changing location telephone. V. E. Hendricks vs Southern Bell Telephone & Telegraph Company. Dropped.

45. Discontinuing conditional stop at Yulee. Seaboard Air Line Railway. Approved.

46. Charges for telephone service. E. J. Cosgrove, jr., vs Peninsular Telephone Company. Settled.

47. Delay in restoring service. W. J. Cahill vs. Southern Bell Telephone and Telegraph Company. Settled.

48. Changing Zephyrhills and Dade City from regular to conditional flag stops. Seaboard Air Line Railway. Authorized.

49. Directory advertising. B. D. Harris, Leesburg vs. Florida Telephone Corporation. Settled.

50. Discontinuing services of caretaker at Worthington Springs. Atlantic Coast Line Railroad. Approved.

51. Removing pole from property. I. R. Blackman vs Southern Bell Telephone and Telegraph Company. Settled.

52. Closing express agency at Altha. Railway Express Agency, Inc. Authorized.

53. Abandoning shed at Micanopy Junction. Atlantic Coast Line Railroad. Authorized.

54. Closing railway agency at Mountain Lake, Florida. Atlantic Coast Line Railroad. Authorized subject further orders.

55. Dismantling depot at Uleta. Seaboard Air Line Railway. Approved.

56. Discontinuing agency at Richloam, Florida. Railway Express Agency, Inc. Approved subject reconsideration.

57. Charges for long distance service. E. G. Fulmer, Ponce de Leon vs Southeastern Telephone Company and Seymour Telephone Company. Settled.

58. Installation of phone in Apartment house. Mrs. Margaret S. Perry, Gainesville, vs. Southern Bell and Telegraph Company. Settled.

59. Changing Starke from regular flag stop to conditional stop for trains 107 and 108. Seaboard Air Line Railway. Approved.

60. Report charge on long distance call. G. W. Roberts vs. Starke Telephone Exchange. Settled.

61. Dismantling station at Oak, Florida. Seaboard Air Line Railway. Authorized with provision that covered platform be substituted therfor.

62. Disbarring station from long distance calls. T. F. Newman, Tallahassee vs Southeastern Telephone Company. Settled.

63. Substituting mixed freight and passenger trains for present passenger train schedules 1 and 4. Atlanta and St. Andrews Bay Railway Company. Approved.

64. Changing schedules of bus between Yulee and Fernandina. Seaboard Air Line Railway. Approved subject reconsideration.

65. Discontinuing handling of passengers between St. Cloud and Narcoossee. Atlantic Coast Line Railroad Company. Approved.

66. Closing commission agency at Gardner, Florida. Railway Express Agency, Inc. Approved.

67. Changing passenger train service. Seaboard Air Line Railway. Approved.

68. Changing schedule train 608. Seaboard Air Line Railway. Approved.

69. Poor telephone service. W. H. Nobles, Marianna vs West Florida Telephone and Telegraph Company. Settled.

70. Poor telephone service. Ladd Brothers, Wakulla vs Southeastern Telephone Company. Settled.

71. Deposit required for service. Victor R. Marsden, Jacksonville vs. Southern Bell Telephone and Telegraph Company. Settled.

72. Toilet facilities at Callahan. E. W. Carter, Hudson vs Seaboard Air Line Railway and Atlantic Coast Line Railroad. Settled.

73. Removing class F station at Keri, Florida. Atlantic Coast Line Railroad Company. Authorized.

74. Closing agency at Oak, Florida. Railway Express Agency, Inc. Approved temporarily.

75. Reopening agency at Gardner. Citizens vs Atlantic Coast Line Railroad Company. Pending.

76. Rental required in advance. Brown Brothers, Sanford vs Southern Bell Telephone and Telegraph Company. Settled.

77. Poor switching service. Nants Manufacturing Company, Live Oak vs Live Oak, Perry and Gulf Railroad. Settled.

78. Dismantling depot at Bryceville. Seaboard Air Line Railway. Approved.

79. Past due account. C. R. Brelsford vs Southern Bell Telephone and Telegraph Company. Settled.

REPORT OF SPECIAL COUNSEL**TO THE****RAILROAD COMMISSION OF FLORIDA
FOR THE YEAR 1934**

Counsel for the Railroad Commission employed under the provision of Section 6733 of the Compiled General Laws of Florida, submits the following report for the year 1934.

**CASES BEFORE INTERSTATE COMMERCE
COMMISSION**

**1. GEORGIA PUBLIC SERVICE COMMISSION VS.
A. C. L. RAILROAD, et al., I. C. C. DOCKET NO.
18364.**

This was a proceeding filed by the Georgia Public Service Commission attacking the Florida log rates as being unjustly discriminatory against Interstate Commerce in logs between Georgia and Florida. The Florida Railroad Commission took the position that owing to the conditions under which this log rate operated in Florida that there was no discrimination or undue prejudice created against Interstate Log Traffic between Georgia and Florida and resisted the prayer of the petition filed by the Georgia Public Service Commission. Counsel for the Commission appeared at the hearing held before Examiners Hillyer and Brown at Valdosta, Ga., and before Examiner Brown at Jacksonville, Fla. The taking of testimony has been completed and the time for filing briefs in the matter expires April 1st, 1927.

A most comprehensive brief was filed in this case by Mr. Davis on April 2, 1927. The tentative report proposed by Hon. R. M. Brown, Examiner, was favor-

able to the contention of the Florida Railroad Commission, which had appeared in defense of the Florida rates attacked in this case.

Exceptions were filed to this report of the Examiner by the Georgia Public Service Commission and by the intervening carriers in behalf of the defendant. The Florida Railroad Commission filed a reply brief to exception on September 26, 1927.

This case was submitted on oral argument on December 16, 1927, and was decided on August 2, 1928.

The decision was written by Division 4 of the Commission and found that the interstate rates on logs, except walnut, cherry and cedar in carloads from Florida points north of and including Jacksonville, Gainesville, Burnett's Lake and High Springs, Florida, to destinations in Georgia were unreasonable, and reasonable rates were prescribed.

The Commission also found that the Florida interstate rates on these logs were unduly preferential of shippers in intrastate commerce, unduly prejudicial to shippers in interstate commerce, and unjustly discriminatory against interstate commerce. Rates were prescribed which would remove such preference, prejudice and discrimination.

The Florida Railroad Commission thereupon on August 21, 1928, filed a petition with the Interstate Commerce Commission for a postponement of the effective date of such order. And such proceedings were had before the Interstate Commerce Commission as to cause a postponement of the effective date of such order to February 8, 1929.

The Florida Railroad Commission and certain of the lumber interests of the State feeling themselves

grieved at the report of the Commission filed their bill of complaint in the District Court of the United States in and for the Northern District of Georgia in November 1928, asking that the order of the Interstate Commerce Commission be set aside and the enforcement thereof enjoined.

But on January 17, 1929, the said District Court of the United State rendered its opinion in which the order of the Interstate Commerce Commission in said Docket No. 18364 was construed and defined as limited in its territorial scope insofar as it prescribed intrastate rates on logs to those rates which applied on logs from points on the Atlantic Coast Line Railroad's lines in Florida north of and including Jacksonville, Gainesville, Burnett's Lake and High Springs in one direction north-bound for distances in excess of 170 miles.

The Florida Railroad Commission thereupon issued its order changing the intrastate rates on logs from and to certain points in the northern part of Florida pursuant to the decision of the Federal Court.

The Atlantic Coast Line Railroad Company refused to put the rates into effect and the State of Florida, acting by and through the Railroad Commissioners of the State of Florida by their Special Counsel joined by Fred H. Davis, Attorney General of the State of Florida, brought its bill of complaint against the defendant the Atlantic Coast Line Railroad Company in the Circuit Court in and for Duval County, Florida, and obtained an injunction and restraining order restraining the said Atlantic Coast Line Railroad from charging higher rates on logs than those prescribed by the Railroad Commission of the State of Florida.

The Atlantic Coast Line Railroad Company thereupon filed a petition before the Judge of the Circuit Court in and for Duval County asking that said cause

be removed to the Federal Court. This petition was denied by the Judge of the Circuit Court in and for Duval County.

The Atlantic Coast Line Railroad Company then filed its bill of complaint in the District Court of the United States for the Southern District of Florida against the members of the Railroad Commission of Florida asking for an injunction and restraining order to restrain the Railroad Commission from further proceedings in the Duval County Circuit Court. Answer was filed by the Railroad Commission and the matter was argued before Judge Wm. B. Sheppard at Miami, and on the 7th day of February said Judge entered an order denying this injunction and dismissing the bill of the Atlantic Coast Line Railroad Company.

The Court also at the same time denied a petition of the railroad to remove the proceedings from the said Court in Duval County to the Federal Court.

While this matter was being argued in Miami before the Federal Judge the Interstate Commerce Commission of its own motion and without further hearing on the 7th day of February, A. D., 1929, amended its original order to read: "Within and throughout the entire State of Florida without exception." This was an attempt to make the order of the Interstate Commerce Commission state-wide, although the Three-Judge Statutory Federal Court had already construed said order to mean from certain points in north Florida.

The Atlantic Coast Line Railroad Company then entered an appeal from the order of the Judge in this proceeding to the Circuit Court of Appeals in New Orleans where, on the 21st day of February, the matter was argued by counsel. No decision has been rendered by the Circuit Court of Appeals.

In the meantime the Florida Railroad Commission, on the 21st day of February, 1929, filed its petition for leave to file a supplemental bill in the District Court of the United States in and for the Northern District of Georgia, Atlanta Division, for the purpose of asking that this amended order of the Interstate Commerce Commission be set aside as invalid.

An order was entered by the Judge of the District Court for the Northern District of Georgia permitting said supplemental bill to be filed. This matter will be heard before a Three-Judge Court in New Orleans on March 7, 1929.

This case was argued before Circuit Judge Walker and District Judges Dawkins and Sibley at New Orleans on March 7th, 1929. The Atlantic Coast Line Railroad Company was allowed to intervene in support of the order.

The Three-Judge Court found that the investigation made by the Interstate Commerce Commission in this matter was made after a full hearing within the meaning of the statute and the power of Interstate Commerce Commission in making the order was not abused. The order of the Commission was therefore sustained.

The opinion of the Court in the first hearing is to be found in 30 F. (2d) 116, and in the opinion of the Court in the re-hearing is to be found in 31 F. (2d) 580.

This case was taken to the Supreme Court of the United States on appeal. Briefs were filed and the case was argued before the United States Supreme Court on October 30th and 31st, 1930.

By unanimous decision of the Court in an opinion written by Mr. Chief Justice Hughes the Supreme Court affirmed the order of the Interstate Commerce Commission.

Court reversed the decrees of the District Court and set aside the order of the Interstate Commerce Commission.

In its recognition of the authority of State Commissions to determine the reasonableness of the intrastate rates this case is most important. This case will no doubt be hereafter quoted as "The Florida Case," and will take its place with the other great decisions of this Court such as the "Wisconsin Case," the "Minnesota Rate Case," and the "Shreveport Case."

As an indication of its importance in settling the status of the State Commissions it is only necessary to quote briefly a few of the headnotes of this decision:

"6. STATES.

Justification for exercise of federal power within what would otherwise be domain of state power must clearly appear.

"7. COMMERCE.

Interstate Commerce Commission has no general authority to regulate intrastate rates.

"8. COMMERCE.

Mere existence of disparity between particular rates on intrastate and interstate traffic does not warrant Interstate Commerce Commission in prescribing intrastate rates.

"9. COMMERCE.

Appropriate findings upon evidence are necessary to support order of Interstate Commerce Commission prescribing state-wide level of intrastate rates.

state rates to avoid undue burden on interstate carrier.

"11. COMMERCE.

Mere finding that existing intrastate rates on particular traffic were not remunerative or reasonably compensatory was insufficient to justify Interstate Commerce Commission in alteration of intrastate rates.

"12. COMMERCE.

State authorities, rather than Interstate Commerce Commissions, have authority to determine reasonableness *per se* of intrastate rates."

This case is cited as *Florida vs. United States* and is reported in 283, U. S. 193; 75 L. Ed. 291.

On July 10th, 1931, and before the mandate of the Court had come down, the Atlantic Coast Line Railroad Company and the Georgia Public Service Commission filed Motions to withhold the mandate until the Interstate Commerce Commission could again consider the record in this case in the light of the opinion of the Court.

On February 2, 1931, the Supreme Court of the United States denied these Motions and remanded the cause to the District Court of the United States for the Northern District of Georgia for further proceedings in conformity with the opinion of the Court.

Thereupon, and on February 26th, 1931, the State of Florida filed its Motion in the District Court of the United States for the Northern District of Georgia for decree in accordance with the mandate and for an Order of Restitution.

The Florida Railroad Commission represents claimants in this case with claims amounting to \$30,000.00, and is now seeking through this proceedings restitution to the shippers of the amounts represented by these claims.

On July 31st, 1931, the District Court for the Northern District of Georgia referred this matter to Hon. Horace M. Holden, William Oliver Building, Atlanta, Georgia, as Special Master to ascertain and report to the Court the sums due to the complainants or other persons represented by the Florida Railroad Commission. These claims are now before the Master for determination.

In the meantime, upon Motion of the Georgia Public Service Commission and the Atlantic Coast Line Railroad Company, the Interstate Commerce Commission reopened its report in this case, Docket No. 18364 and the reopened proceedings were set down for hearing in Jacksonville, Florida, before Examiner E. J. Hoy. The hearing was held in Jacksonville on June 10th, 11th and 12th, 1931.

The hearing was thereupon adjourned to July 20th, 1931, at Washington, D. C. At which time the hearing was resumed at Washington in the Hearing Room of the Interstate Commerce Commission and was concluded on July 21st, 1931.

On December 14th, 1931, the Examiner filed a proposed Report in this case, and on further hearing affirmed the finding of the Commission in the former case (146 I. C. C. 717), and also found that the rates on logs in carloads applying on shipments between points on the Atlantic Coast Line Railroad Company in Florida not shown to be unduly prejudicial to shippers and localities in Georgia but found unjustly discriminatory against interstate commerce,

and further proposed a non discriminatory basis of rates to be prescribed for this traffic.

Exceptions were filed to this report by the Florida Railroad Commission.

On July 5th, 1932, the Commission issued its report and order in this case in which it affirmed its findings in the original report, 146 I. C. C. 717, that rates on logs from six (6) feet in length, except walnut, cherry and cedar, in carloads from points in northern Florida to destinations in Georgia for distances of 170 miles and less were unreasonable. The present rates were found reasonable. It also found that rates on these logs were unjustly discriminatory against interstate commerce and prescribed a non-discriminatory basis of rates.

On July 28, 1932, the order in this case was amended providing that rates should become effective on or before September 15, 1932.

Petition for rehearing and reconsideration was filed by the State of Florida and the Florida Railroad Commission on August 24, 1932, and denied on the next day, August 25, 1932.

On September 9, 1932, Bill of Complaint was filed in the District Court of the United States for the Northern District of Georgia, Atlanta Division, for the purpose of annulling, vacating and setting aside said report and order of July 5th, 1932, as amended, of said Interstate Commerce Commission and to enjoin the enforcement thereof.

On September 14th, A. D. 1932, the case was argued before Hon. Samuel H. Sibley, Circuit Judge, Hon. E. Marvin Underwood, District Judge, and Hon. Louie W. Strum, District Judge, and on said date

said Court by its order temporarily stayed and suspended the order of the Interstate Commerce Commission dated July 5th, 1932, until sixty days from the date of said order, or until the further order of the Court.

On October 12, 1932, a Motion was filed with the Interstate Commerce Commission to set aside the said order of said Commission and for further hearing in and reconsideration of these proceedings on the ground that various rail carriers in the south and southwest had filed with said Interstate Commerce Commission, and the said Commission had permitted, certain newly reduced rates on logs to become effective.

That at the same time a supplemental Bill of Complaint was filed in the Federal Court, Atlanta Division, setting up said newly reduced rates, and setting up further the fact that petition had been filed before the Interstate Commerce Commission asking for a rehearing in this case.

On October 21, 1932, the Interstate Commerce Commission entered its order reopening the proceedings in this cause and assigned said proceedings for further hearing for the purpose of receiving evidence respecting any change in the rate on logs since the close of the previous hearing.

On November 21st and 22nd, 1932, said further hearing before the Interstate Commerce Commission was held in Jacksonville, Florida, and at said hearing the tariffs carrying these newly reduced rates were filed in evidence before the examiner conducting said hearing and oral argument was had before said examiner. Said matter was taken under advisement by the said examiner and no report has as yet been proposed.

On January 9, 1933, the Interstate Commerce Commission handed down its second report on further hearing which is to be found in 190, I. C. C. 588. It found as a fact that the newly reduced rates per car of logs regardless of weight are "on substantially the same level as the Cummer Scale." Yet the Commission affirmed all of the findings in its prior report on further hearing, which said report may be found in 186 I. C. C. 189, the result of which was to fix the Florida intrastate rate at a level, which in practical operation and effect is more than twice that of the new general level which had been established between and throughout most of the States constituting the southern and southwestern territory rate groups and are rapidly being further extended within them.

On February 4, 1933, the State of Florida and the Florida Railroad Commission filed a motion to set aside this order of the Commission which was to become effective on February 25, 1933. On February 13, 1933, the Commission denied this motion. Thereupon the State of Florida and the Florida Railroad Commission filed their supplemental bill on February 24, 1933.

Hearing was then had on the original and supplemental bills before the Federal District Court, Atlanta Division, composed of three Judges. On the same date, that is to say February 24th, 1933, the Court entered its decree sustaining the orders of the Interstate Commerce Commission and denied the prayer to annul and set aside and enjoin the same.

(Florida vs. United States, 4th Fed. Supp. 477).

Direct appeal was taken to the Supreme Court of the United States under Section 210 of the Judicial Code. (38 Stat. at L. 220).

The questions raised by this appeal are of far reaching importance. They involve the scope of the exercise of the National and State sovereignty.

This appeal is still pending before the United States Supreme Court, and is at present set for argument for the week of February 12, 1934.

In the meantime, the claims for restitution are being pressed before Hon. Horace M. Holden of Atlanta, Georgia, as Special Master to who was referred these claims by the Court to figure the amount thereof as measured by the difference between the amounts paid to the Atlantic Coast Line Railroad Company and the established lawful rate at the time the shipments were made.

A great deal of testimony was taken after which the Master made a report in which he found that there was no lawful established rate at the time of the shipments involved, because, as he said, the Cummer Scale of rates, which would otherwise have been the lawfully established rate, was unreasonable, unjust and did not furnish an adequate return on properties used. However, the Master further found that he did not have authority, nor did the Court have authority, to make rates for the future but that the Court did have authority for the purpose of preventing injustice to fix a reasonable charge that should have been made during the period wherein the overcharges were alleged to have been made for the purpose of determining whether there should be restitution, and if so how much.

The Court thereupon on January 30, 1933, confirmed this report of the Master, so far as it had gone, and recommitted the cause to the Master with the directions that he ascertain whether the charge made by the carrier for transportation in each instance was

a reasonable one as measured by the common law standard, and if not, what was the reasonable charge to be made, and that he measure and award to each claimant restitution accordingly. The issue, therefore, before the Master was the ascertainment under the common law standard of reasonableness, based upon a quantum meruit of what would have been a proper charge for the actual service rendered by the carrier in the transportation of the shipments herein involved. With this issue before him the Master took testimony covering more than three hundred pages and received several hundred exhibits. On November 7, 1933, the Master filed a voluminous report making findings of fact and findings of law. The ultimate conclusion of the Master is contained in his finding that "the charges made during the restitution period were too high."

He found that the charges made by the carrier were not the proper or the lawful charges but were higher than the proper or lawful charges and that the claimants should receive 34% of their respective claims with interest at the rate of 8% from the date of each shipment.

On January 26, 1934, Hon. Samuel H. Sibley, Circuit Judge, Hon. Wm. H. Barratt, District Judge and Hon. E. Marvin Underwood, District Judge, affirmed the conclusions of the Master, overruled all exceptions of parties to the report, and directed that a decree be prepared upon the basis of the conclusions of law and findings of fact under the original and supplemental report.

On April 2, 1934, the Supreme Court of the United States in the case of *Florida vs. U. S.* 292 U. S. 1-13; 78 L. Ed., 1077, affirmed the decree of the District Court of the United States for the Northern District of Georgia, Atlanta Division, sustaining the validity

of the order of the Interstate Commerce Commission. The opinion in this case was written by Chief Justice Hughes and concurred in by all the Justices of the Court and was a far reaching decision in that it sustained an order of the Interstate Commerce Commission increasing intrastate rates in order that the carriers intrastate business may contribute its fair share to the maintenance of an adequate transportation system, and further holding that when the Interstate Commerce Commission exercises its authority upon due hearing, as prescribed, and without error in the application of rules of law, its findings of fact supported by substantial evidence are not subject to review by the Courts.

The decree of the Federal District Court, Atlanta Division, composed of three Judges, affirming the conclusions of the Master, was appealed to the Supreme Court of the United States by the Atlantic Coast Line Railroad, and cross appeal was taken by the State and the claimants, and the said appeals are now pending before the Supreme Court of the United States.

2. R. W. Burch, Inc., et al., vs. American Express Agency, Inc., et al., I. C. C. Docket No. 23972.

By complaint filed October 20, 1930, in the above cause it is alleged that the rates charged for the transportation of strawberries in carloads by railway express service from points in Florida to various destinations in the United States were, and are, unreasonable in violation of Section 1, of the Interstate Commerce Act. It is also alleged that the refrigeration charges on said movement were and are excessive and unreasonable in violation of Section 1, of said Act.

Practically the entire structure of express rates, rules and regulations carried in railway express

Tariff, I. C. C. 227, were put in issue before the Interstate Commerce Commission in this proceeding.

The Railroad Commission of Florida intervened in this cause in support of the complaint and took an active part in the prosecution of the case.

The strawberry industry is a most important one for Florida. In the year 1926, 2980 acres of Florida land was devoted to the production of strawberries. This acreage increased in 1927 and 1928 to approximately 3675 acres, and in 1929 to 6540 acres and in 1930 to 8100 acres.

The production increased from 5,513,000 quarts in 1926, to 14,170,000 quarts in 1930, and the carload shipments increased from 341 in 1926 to 1616 in 1929 and 1721 in 1930. In the latter year deliveries were made to markets extending from Boston to Kansas City, Mo.

The Interstate Commerce Commission handed down its report in this case on December 30, 1932, and found:

(a) Rates on fresh strawberries in carloads in express service from points in Florida to northern destinations to be unjust and unreasonable. Reasonable basis of rates prescribed for the future.

(b) Present refrigeration charges on fresh strawberries in express service from points in Florida to northern markets not shown to be unreasonable or otherwise unlawful.

(c) Rates on fresh strawberries in carloads in freight service from points in Florida to northern markets found to be unjust and unreasonable.

Reasonable rates prescribed for the future.

As a result of this decision rates both in express service and in freight service were reduced, and we show below some of the reductions per 32 quart crates to typical markets:

MARKETS	REDUCTIONS
Plant City to New York	8c by express
Lawtey to New York	14c by express
Plant City to Boston	17c by express
Lawtey to Boston	23c by express
Plant City to Philadelphia	29c by freight
Lawtey to Philadelphia	46c by freight
Plant City to Chicago	32c by freight
Lawtey to Chicago	35c by freight

Under the Commissions order of December 30, 1932, the rates therein prescribed were to become effective on April 20, 1933, and were to be established upon not less than thirty days notice.

By a further order dated February 18, 1933, the original order was amended so as to authorize the establishment of these rates so far as they applied to destinations in southern and official territory on or before March 3, 1933, upon not less than five days notice.

Various petitions were filed with the Interstate Commerce Commission for rehearing, reconsideration and/or reargument in the above, entitled proceedings, and finally on January 2, 1934, all of these various petitions for reconsideration and modification of the findings and orders were denied by the Interstate Commerce Commission.

On December 15, 1933, the Railway Express Agency, Inc., and a large number of rail carriers filed

their bill of complaint against the United States of America in the District Court of the United States for the Southern District of New York seeking to set aside and annul the order of the Interstate Commerce Commission in this proceeding. This bill of complaint in this case, including exhibits and affidavits, consisted of 329 printed pages.

On January 5, 1934, the Interstate Commerce Commission at the suggestion of Judge Alfred C. Cox, of the District Court of the United States of the Southern District of New York, extended the effective date of its order to February 5, 1934.

The Railroad Commission filed its petition of intervention which was allowed by the Court, and also filed a motion to dismiss the bill of complaint and answer to said bill in this proceeding. Argument was had before the Court on the application of the Express Company and the carriers for an interlocutory injunction on January 20, 1934.

On January 26, 1934, the Interstate Commerce Commission by its further order in this proceeding modified its previous orders so that they would become effective ten days after the Court rendered its decision in this matter.

On March 7, 1934, the District Court for the Southern District of New York denied the relief prayed for in the bill filed by the Railway Express Agency and dismissed the complaint.

The opinion was written by District Judge Woolsey and concurred in by Circuit Judge Swan and District Judge Cox.

The case is reported as *Railway Express Agency vs. United States*, 6 F. Supp. 249.

3. Growers and Shippers League of Florida, vs. Aberdeen & Rockfish Railroad Company, et al., I. C. C. Docket No. 25071.

This was a complaint brought by the Growers & Shippers League of Florida against all railroads of the United States attacking the rates, charges and carload minima, and the rules, regulations and practices applicable in connection with the receipt, handling, transportation and delivery of fresh vegetables including cabbage and potatoes from Florida.

This complaint was filed on February 20, 1932, and was consolidated with—

“I. & S. Docket No. 3705, Fresh Vegetables to, from and between the south.”

and was assigned for hearing at Atlanta, Georgia, on March 25th, 1932.

The Florida Railroad Commission intervened in this proceeding and has taken a most active part in it.

After the hearing in Atlanta this cause was set down for further hearing at Daytona Beach, Florida.

Chief Examiner Archer heard the case. Hearings were held at Daytona Beach on September 21st to 28th, 1932, inclusive, and then was adjourned to November 29th, 1932, at the hearing room of the Interstate Commission, Washington, D. C., at which time hearings were had from November 29th, through December 9th, 1932.

Testimony was taken of all carrier and shipper witnesses produced at these hearings and a record of 3746 pages was made and 786 exhibits were filed in evidence by the various parties.

Testimony was presented on behalf of the Railroad Commission of Florida by its Rate Expert and Accountant.

The testimony of the accountant tended to show and we believe conclusively showed, that the imposition of the class rate arbitraries specially assigned to Florida lines for that portion of through hauls to and from points south of Jacksonville-River Junction line of the Seaboard Air Line Railway are unreasonable and unwarranted when applied as surcharges above the basic distance scale in the making of rates on vegetables from that territory destined to markets in Central and Eastern trunk line territory.

Prior to the Southern Class Rate Investigation rates to and from Florida peninsular were made on the Jacksonville combination. The Interstate Commerce Commission found that the method of making rates on Jacksonville combination was merely an arbitrary device for enhancing revenue and in the Southern Class Rate investigation prescribed a mileage scale of rates, and finally in a Supplemental Report in Southern Class Rate Investigation found at 128 I. C. C. 567, imposed arbitraries on the basis of about 15% of the scale rates which are now known as "Appendix L-2 Scale of Arbitraries."

The accountant for the Florida Railroad Commission testified that the circumstances and conditions which the Commission in Southern Class Rate Investigation found to warrant a somewhat higher level of rates on traffic moving to and from peninsular Florida, and less tonnage per train mile obtaining in peninsular Florida than in other southern territory, and in his testimony proved conclusively that the weighted average traffic density and the weighted average train lading from points of origin in Florida to eastern territory destinations is greater than that

obtaining on the system as a whole, or on the system exclusive of the operations in the State of Florida, and advanced the opinion that the Interstate Commerce Commission would never have prescribed arbitraries for that portion of the haul in Florida south of the Jacksonville-River Junction branch of the Seaboard Air Line Railway if it had had such testimony in Docket No. 13494, Southern Class Rate Investigation.

On June 16, 1932, Examiner H. W. Archer filed his tentative report in which he recommended that the Commission should find that the rates and minimum weights on a large number of vegetables from points in the peninsula of Florida to destinations in Illinois, Official and Southern territory, and to destinations in eastern trunk line territory, are and for the future will be unreasonable and recommended that certain percentages of constructive first class rates and certain minimum carload weights be prescribed. He also proposed that the Commission should find that the rates and minimum weights on the same vegetables from points in peninsular Florida to destinations in Kansas-Missouri territory and in southeastern territory are and for the future will be unreasonable to the extent that they exceed or may exceed the rates and minimum determined by the same percentage of constructive first class rates, plus the respective difference between the contemporaneous rates under said findings to Vicksburg, Miss., from points in peninsular Florida and from Jacksonville.

The percentages of first class or constructive first class rates as mentioned above are the first class or constructive first class rates which are respectively applicable under the K-2 or K-2 and Q-1 differential scale as prescribed in the second and third supplemental reports in Southern Class Rate Investigation.

The important feature of this recommendation is that the scale proposes that the L-2 arbitraries prescribed in the third supplemental report in Southern Class Rate Investigation shall be eliminated on all vegetables from peninsular Florida except such traffic as originated on Florida East Coast Railway. The examiner found that taking into consideration the volume of the tonnage originating in peninsular Florida and the fact that the total hauls are for the most part in excess of one thousand miles, there appears to be no good reason for inflating the rates by adding arbitraries because of the traffic density feature.

Exceptions were filed to this report on behalf of the railroad carriers and other defendants operating in southern territory to which exceptions reply was made by the Florida Railroad Commission.

The rail carriers have stated that the reduction proposed by this report would amount to a loss in freight revenue on this vegetable traffic of \$1,207,404.27, which means that the shippers would benefit to this extent. Oral argument was had before the full Commission on this proceeding on October 12, 1933.

On April 10, 1934, the Interstate Commerce Commission made its decision in this case which is reported in 200 I. C. C. 273, and found that rates on certain vegetables in carloads from points in the Florida peninsula to interstate destinations throughout the United States were unreasonable, and prescribed reasonable maximum rates.

The rail carriers were required to establish on or before September 5th, 1934, and thereafter to maintain and apply to the transportation of the following named vegetables, in carloads, from points in the State of Florida south of the line of the Seaboard

Air Line Railway Company from Jacksonville to River Junction, Fla., rates which shall not exceed those constructed in the same manner as provided in Florida Railroad Commissioners vs. Aberdeen & R. R. Company, 177 I. C. C. 735, substituting, however, for the corresponding percentages and minimum weights prescribed in that proceeding, the following:

Commodity	Percentage	Minimum Carload Weight Pounds
String beans, lima beans and peas.....	50	20,000
Beets, carrots, and turnips, with tops, tomatoes and peppers	45	20,000
Green corn, cucumbers, and eggplant	45	24,000
Lettuce	45	16,000
Escarole and romaine	45	17,500
Celery	42.5	20,000
Cabbage	35	24,000
Potatoes	30	30,000

It was found in this case that the rates that were prescribed in the Florida case, supra, caused a reduction in revenue of the railroads to the amount of \$1,500,000.00 per year.

In addition, the rates prescribed in the instant case have caused a further reduction of \$1,000,000.00. These reductions, of course, enure to the benefit of the shippers of vegetables in Florida.

4. Finance Docket No. 10,011. Application of Seaboard Air Line Railway Company and its Receivers for an Order Authorizing the Cessation of Operation of the Line of Railway and Properties of Georgia, Florida & Alabama Railway Company Heretofore Leased to Seaboard Air Line Railway.

This application was filed before the Interstate Commerce Commission on May 27, 1933. It is an

application for an order from the Interstate Commerce Commission authorizing the receivers of the Seaboard Air Line Railway Company to cease the operation of Georgia, Florida & Alabama Railway Company by reason of the fact that the Federal Court had entered an order directing the receivers of the Seaboard Air Line Railway Company to disaffirm the lease and surrender the properties back to the Georgia, Florida & Alabama Railroad Company for operation by it as the owner of such railroad.

The Georgia, Florida & Alabama Railroad Company extends from Richland, Georgia, through certain counties in Georgia, to Carrabelle, Florida, through the counties of Gadsden, Leon, Wakulla and Franklin counties in the State of Florida, a distance of approximately 181 miles with a branch line from Havana to Quincy, approximately 11 miles long. The total length of main track and branch line being approximately 192 miles.

These properties were leased to the Seaboard Air Line Railway by lease dated August 1, 1927, and on account of the alleged excessive rentals contained in said lease the Seaboard Air Line Railway and its receivers desired to turn this road back to its owners unless more favorable rental terms could be obtained.

It was the contention of the receivers of the Seaboard Air Line Railway that since the Federal Court had directed it to disaffirm this lease the Interstate Commerce Commission had no jurisdiction in the matter to require it to continue operation of the properties. It alleged in its application that it made the application to the Interstate Commerce Commission through courtesy to that Commission.

On June 13, 1933, the Railroad Commission of the State of Florida filed with the Interstate Com-

merce Commission its representations as to the matter of this application and urged the Commission to take jurisdiction of this matter and set the same down for hearing.

On July 5, 1933, oral argument was had before the Interstate Commerce Commission on the motion of the receivers of the Seaboard Air Line Railway to dismiss said application for lack of jurisdiction.

On July 12, 1933, the Interstate Commerce Commission by its order overruled said motion and assumed jurisdiction of this proceeding.

On January 12, 1934, hearings were begun at the United States Court room, Tallahassee, Florida, before Examiner Davis upon this proceeding. Hearings continued for more than a week and a voluminous record was made.

This case was submitted to the Interstate Commerce Commission on oral argument on November 6, 1934 on the proposed report of the examiner.

On December 3, 1934, the Interstate Commerce Commission made its decision and found that present and future public convenience and necessity were not shown to permit the abandonment by the Seaboard Air Line Railway Company, receivers, of the operation of the railroad of the Georgia, Florida & Alabama Railroad Company in Georgia and Florida. The application was denied.

5. Finance Docket No. 10,188. Application of Florida East Coast Railway and its Receivers under Paragraph (18) of Section 1, of Interstate Commerce Act for a Certificate of Public Convenience and Necessity Permitting the Abandonment of the Orange City Branch.

This application was filed before the Interstate Commerce Commission on October 14, 1933. It is an

application to abandon the branch of the Florida East Coast Railway known as the Orange City Branch extending from New Smyrna to Orange City Junction, a distance of 27.42 miles in Volusia County, Florida.

This proceeding was assigned for hearing at DeLand, Florida, before Examiner Davis on January 8, 1934.

This matter was submitted to the Interstate Commerce Commission on March 26th, 1934, and was decided on April 6, 1934. The Commission found that public convenience and necessity permitted Florida East Coast Railway Company and its receivers to abandon this branch line of railroad and a certificate of public convenience and necessity was issued for that purpose.

6. Georgia-Veneer & Package Company, vs. Atlantic Coast Line Railroad Company, et al., I. C. C. Docket No. 26197.

By complaint filed September 19, 1933, before the Interstate Commerce Commission the Georgia Veneer & Package Company, complainant in above cause, alleged that the freight rates on crate and box material from Brunswick, Georgia, to destinations in Florida are, and in the future will be, unjust, unreasonable and in violation of Section 1 of the Interstate Commerce Act as amended, and are unduly and unreasonably prejudicial and disadvantageous to complainant and to traffic in crate and box material moving from Brunswick, Georgia, to destinations in Florida, in violation of Section (3) of the Interstate Commerce Act, and that the intrastate rates from Tallahassee, Florida, to destinations in Florida are in violation of Section 13 of said Act in that said intrastate rates have imposed, do now and will impose an unreasonable burden upon interstate commerce.

This proceeding was set down for hearing in Atlanta, Ga., on January 10, 1934, before Examiner Berry and the Railroad Commission appeared in defense of these rates and gave testimony in this proceeding through its Rate Expert.

LAW CASES.

1. Union Bus Company, a Corporation, Plaintiff, vs. Railroad Commission of the State of Florida, Defendants.

This was a suit begun in the District Court of the United States for the Northern District of Florida seeking an injunction against the Railroad Commission and its members, agents, and employees, enjoining and restraining them from interfering with the operation of motor busses of plaintiff, Union Bus Company in common carriage of passengers and light express for compensation over Florida State Highway No. 6, U. S. Highway No. 231, interstate commerce between Marianna, Florida and the Alabama-Florida State line.

This application for an injunction grew out of a denial of the application filed by Union Bus Company before the Railroad Commission on October 4, 1932, asking for authority to operate exclusively in interstate commerce between Marianna, Florida, and Dothan, Alabama.

After a hearing the Railroad Commission in its opinion and order dated December 6, 1932, found that such operation was not an exclusive interstate operation and further found that the Commission had jurisdiction over this operation and that the applicant must show public convenience and necessity for the right to extend its present operation from Jacksonville to Marianna on into Dothan, Alabama. And

further, that the road over which the applicant desires to operate was a second class highway and incapable of carrying the four additional schedules sought by applicant without serious impairment and without seriously increasing the hazard of the public using such highway.

For these reasons the application was denied.

This matter was argued fully before the Federal Judge who first granted a temporary injunction restraining the members of the Railroad Commission from interfering with the operation of Union Bus Company over this route until the further order of the Court.

Answer was thereupon filed by the defendants and a motion to dissolve the injunction and dismiss the bill was incorporated in such answer.

Argument was had on final hearing of the matter on January 9, 1933, and on January 23, 1933, an order was entered by the Court dismissing the bill of complaint.

Thereupon on February 16, 1933, Union Bus Company filed with the Railroad Commission its petition for a rehearing upon its original application and for authority to amend its original application so as to meet the objections of the Commission contained in its opinion denying the proposed operation and to confine this operation exclusively to an interstate operation between Marianna, Florida, and Dothan, Alabama, using a light bus not to exceed 11,000 pounds.

The Railroad Commission granted this petition and permitted the amendment of the original application and set the amended application down for hearing on March 7th, 1933. Evidence was introduced at this hearing and the St. Andrews Bay Transportation

Company moved to dismiss the application on the ground that it was not a rehearing but a new hearing and that the Commission could not entertain any such hearing within six months from the date of the denial of the first application. The Commission took this motion under consideration until the matter was submitted on final hearing.

Before any decision could be made the St. Andrews Bay Transportation Company, on March 10, 1933, filed its petition against the Railroad Commission and Union Bus Company in the Circuit Court of the Second Judicial Circuit of Florida in and for Leon County for a Writ of Prohibition and a rule nisi was issued staying all proceedings before said Commission.

This Writ of Prohibition was contested in the Circuit Court of Leon County and on March 21, 1933, a Writ of Prohibition was issued by said Court making said rule nisi permanent.

Writ of Error was then taken and entered to the judgment of said Circuit Court of Leon County and the matter was argued before the Supreme Court of Florida, and on August 2, 1933, the Supreme Court of Florida reversed the judgment of the Circuit Court awarding the Writ of Prohibition against the Railroad Commission, and ordered the Circuit Court to enter final judgment in favor of the Railroad Commission.

(Matthews vs. State Ex. rel., St. Andrews Bay Transportation Co., 149 So. 648).

A petition for rehearing was denied by the Supreme Court on September 21, 1933, and on September 28, 1933, final judgment in conformity to the mandate of the Supreme Court was entered in the Circuit Court of Leon County, Florida.

The Railroad Commission thereupon proceeded to consider the evidence and the record taken and made before it on March 7, 1933, upon the amended application of Union Bus Company, and on October 5, 1933, wrote its opinion and made its order granting the Union Bus Company a Certificate of Public Convenience and Necessity to engage exclusively in interstate commerce between Marianna, Florida, and Florida-Alabama line using a motor vehicle of gross weight not in excess of 11,000 pounds.

Thereupon St. Andrews Bay Transportation filed its petition on October 30, 1933, in the Supreme Court of Florida praying said Court to issue its Writ of Certiorari directed requiring them to certify their proceedings in full in this matter for review by said Supreme Court.

On August 13, 1934, this proceeding was dismissed at the cost of the petitioner.

2. The National Convoy & Trucking Company vs. Railroad Commission of the State of Florida.

The National Convoy & Trucking Company filed its application with this Commission for authority to transport automobile parts under contract with the Ford Motor Company under its Certificate No. 22.

After hearing the Railroad Commission on February 15, 1933 entered its Order No. 570 denying this application on two grounds:

1st: There was no valid and enforceable contract between National Convoy & Trucking Company and the Ford Motor Company.

2nd: That the granting of this application would adversely affect transportation facilities in the ter-

ritory sought to be served and to this extent would burden the highways and increase the hazard of traffic permitted to move over such highways.

The National Convoy & Trucking Company filed its petition for Writ of Certiorari in the Circuit Court of the Second Judicial Circuit in and for Leon County and Writ of Certiorari was granted.

The Railroad Commission filed its motion to quash said Writ of Certiorari on various grounds and the matter was argued before Judge E. C. Love, Judge of said Circuit Court at Quincy, Florida, on September 19, 1933.

On October 16, 1933, Judge Love granted the Motion to Quash and quashed the Writ of Certiorari for the reasons stated in a most excellent opinion accompanying his order.

After quoting in full the order of the Railroad Commission and the grounds upon which this application was denied, and calling attention to the statute which requires that the application be in writing, verified by the applicant and to specify, among other matters "a sworn copy or statement of the subject matter of the contract or contracts under which applicant desires to operate," Judge Love discusses at some length this requirement of the statute and so well states the law on this question that I think it not out of place to quote at some length from his opinion, as follows:

"In denying plaintiff's application one of the grounds assigned by respondent for its ruling was that the sworn statement purporting to set forth the contract under which plaintiff proposed to operate indicated upon its face that there was no contract between the parties.

This ruling involves, two questions necessary to a determination of the correctness of the order on this phase of the case, viz:—

First: Does the Statute require that the application for a certificate authorizing the operation of motor vehicle for the transportation of persons or property as a private contract carrier for compensation on any public highway, should set forth so much of the subject matter of the contract as to make it appear upon the face of the statement that there is such a legally enforceable obligation between the parties as to constitute a valid contract?

The term 'Private Contract Carrier' *ex vi termini*, necessarily imparts the existence of a contract between the parties concerned. The statutory definition of the term 'Private Contract Carrier,' expressly states that it means 'an auto transportation company engaged in the transportation of persons or property over the public highways of this State, who is not a common carrier but transports such persons or property under contract for one or more persons, firms or corporations for compensation over such highways, where such carriage consists of continuous or recurring carriage under the same contract,' his language plainly requires the existence of a contract between the parties for such transportation. If there is no contract, then there is no 'Private Contract Carrier.'

In *Riley vs. Lawson*, 143, So. 619, text 626, it was held that

'A contract entered into by a private contract carrier, involving continuous and recurring carriage for compensation under it, involves a legally

enforceable contractual obligation on the part of such private contract carrier to make a general and continuous use of the public highways in order to perform the contract.'

But in order that there may be a 'legally enforceable obligation' on the part of the carrier there must also be a corresponding legally enforceable obligation on the part of the other party to the agreement. At common law every contract not under seal requires a consideration to support it, that is some benefit to the promisor or some loss or detriment to the promisee. As thus employed 'benefit' means that the promisor has, in return for his promise, acquired some legal right to which he would not have otherwise been entitled. 'Detriment' means that the promisee has in return for the promise forborne some legal right which otherwise, he would have been entitled to exercise. A consideration then, sufficient to support an enforceable contract involves mutuality of obligation and this element is essential to every enforceable agreement. Mutuality is lacking when only one of the contracting parties is bound to perform and the rights of the parties exist at the option of one only.

In 13 C. J. Contracts Sec. 192, it is stated in the text that 'where one party agrees to perform services and the other to accept and pay for them the contract is mutual. But when there is an agreement to perform with no collerative obligation to accept and pay, there is no binding contract.'

Thus a contract by a railroad company to carry freight between certain points for a certain price is not mutual where the shipper did not obligate himself to ship over such road. *Missouri, etc., R. Co., vs. Bagley*, 60 Kan. 424; 56 Pac. 759.

In Page on Contracts Sec. 579 the author states it to be the law that if under a contract B is free not to take from A any quantity at all, or he is free to order any quantity that he sees fit to order, B's promise does not impose any legal liability on him and accordingly B's promise is no consideration for A's promise to supply B with the goods contemplated.

"An examination of the statement made by the plaintiff under oath, purporting to set out the contract or agreement under which it proposes to operate, shows that it was 'for carriage by our motor vehicles over the public highways of this State of such goods, wares and merchandise as might be entrusted by said shipper to us, for certain agreed compensation, varying at times to suit the economic situation.' Neither this provision nor any other part of the alleged contract imposes any obligation on the part of the shipper to entrust any of its goods, wares and merchandise to the plaintiff for carriage. The shipper, as far as the contract is concerned, may never offer anything to the carrier for transportation, and in the event it does fail to offer any goods for transportation by plaintiff, there is no recourse at law on the part of the plaintiff either to enforce such action or to recover damages therefor. Only as and when the shipper chooses to avail itself of the transportation facilities of the plaintiff and actually delivers goods for transportation is there any legally enforceable obligation imposed upon such shipper, and until this is done the alleged agreement is and remains merely an offer on the part of plaintiff to perform certain services, but no acceptance of such offer by the shipper. Thus the alleged contract is a mere nudum pactum on the part of the plaintiff, with no mutuality of obligation on the part of the parties thereto, and con-

sequently imposes no legal enforceable contractual obligation on the part of either the shipper or carrier."

3. Peninsular Telephone Company vs. Railroad Commission. Injunction. Federal Court for Northern District of Florida.

On October 31, 1933, the Railroad Commission by its Order No. 1163 required the Peninsular Telephone Company to make effective and observe a schedule of intrastate toll rates and by said order required the Peninsular Telephone Company to cease constructing its toll rates in the Tampa Bay area by means of turning points and use direct mileage measurement as a basis for such toll rates.

The Peninsular Telephone Company thereupon filed its bill of complaint against the Railroad Commission and on November 25, 1933, a temporary restraining order was issued by the Judge of the District Court.

On December 21st, 1933, application for interlocutory injunction was argued in Pensacola before the District Court consisting of three judges and no opinion or order has been entered upon said application.

In the meantime, and on December 22, 1933, the Railroad Commission after investigation entered its order reducing the charges on desk sets, hand sets and service connection charges. The Peninsular Telephone Company thereupon presented for filing its supplemental bill of complaint alleging the making of said order with reference to the reduction of these additional charges and made its application before the judge of the District Court at Pensacola for permission to file said supplemental bill and prayed for

a temporary restraining order restraining the Commission from the enforcement of said order reducing said charges on the hand set, desk set and service connection charges.

On January 24, 1934, the District Judge denied the motion to file said supplemental bill and denied the temporary restraining order in said cause and set the said matter down for hearing before three judges for a later date to be fixed by the Court.

On March 10, 1934, hearing was had before the District Court for the Northern District of Florida composed of Hon. Nathan P. Bryan, Circuit Judge, Hon William B. Sheppard, District Judge and Hon. Alexander Akerman, District Judge, upon the application of the Peninsular Telephone Company to file said supplemental bill and for an interlocutory injunction against the Railroad Commission. At this hearing the application to file said supplemental bill was orally granted and the application for interlocutory injunction was argued as if supplemental bill had already been filed.

On April 11, 1934, the Court entered its order denying the interlocutory injunction in this cause.

On May 24th, 1934, the Railroad Commission entered its Order No. 1178 prescribing certain rates for exchange telephone service applicable to the territory served at the St. Petersburg Exchange.

On June 26th, 1934, Peninsular Telephone Company filed its application before Hon. A. V. Long, United States District Judge for the Northern District of Florida, at Gainesville, Florida, for leave to file a supplemental bill seeking to enjoin the enforcement of Order No. 1178 prescribing rates at the St. Petersburg Exchange and also applied for a temporary re-

straining order pending hearing upon application for interlocutory injunction.

Judge Long denied the motion to file said supplemental bill and denied the temporary restraining order in said cause and set the matter down for hearing before a Three Judge Court to be assembled by him at Jacksonville, Florida, on July 2, 1934.

This matter was argued before the Three Judge Court at Jacksonville, Florida, and the Court composed of Judge Bryan, Judge Akerman and Judge Long denied the application to file said supplemental bill.

On September 12, 1934, the said above mentioned Court composed of the same three Judges entered its order dismissing this cause and requiring the Peninsular Telephone Company to refund to its subscribers a sum amounting to more than \$19,000.00, which the telephone company had collected and compounded and which sum represented the difference between the toll rates prescribed by the Railroad Commission and those charged by the telephone company between the dates of November 25, 1933, when a temporary restraining order was entered by this Court, and the date of April 11, 1934, when said restraining order was dissolved by the Court.

On November 7, 1934, there was mailed to each subscriber or patron to whom the company was indebted a draft for the amount of the refund, together with an itemized statement showing all calls involved and how the refund was arrived at.

4. Florida Telephone Corporation vs. Florida Railroad Commission — In the District Court for the Northern District of Florida, Equity No. 228. Injunction.

This was a proceeding brought to enjoin, set aside and annul an order No. 1172 entered by the Railroad

Commission on December 22, 1933, dealing with the reduction in the extra charges for service in connection with the desk set and hand set and in service connection charges.

Application for temporary restraining order was denied by the Judge of the District Court and the cause has been set down for hearing upon the application for an interlocutory injunction before a Court consisting of three judges.

On March 12, 1934, an order was entered by the Court continuing the hearing in this cause upon stipulation of counsel for both parties.

5. Inter-County Telephone & Telegraph Company vs. Railroad Commission. In the United States District Court for the Northern District of Florida. Equity No. 229. Injunction.

This is a proceeding brought to restrain and enjoin the enforcement of Order No. 1172 entered by the Railroad Commission on December 22, 1933 dealing with reduction in the charges for desk sets, hand sets and with the service connection charges.

Application for temporary restraining order was denied by the Judge of the District Court and Three Judge Court was ordered convened to hear, and consider the application for interlocutory injunction.

On March 12, 1934, an order was entered by the Court continuing the hearing in this cause upon stipulation of counsel for both parties.

6. Peninsular Telephone Company vs. Railroad Commission. Injunction. Circuit Court of Second Judicial Circuit, Leon County, Florida. In Equity.

On July 2, 1934, Peninsular Telephone Company filed its bill of complaint against the Railroad Commis-

sion, and the individual members thereof, seeking to enjoin the enforcement of certain orders made and entered by the Railroad Commission as follows:

(1) Order No. 840, dated December 30, 1925, as revised by Order No. 902, dated April 6, 1927, and Order No. 1163, dated October 31, 1933, which eliminate the use of turning points as between Tampa and St. Petersburg used by reason of the intervention of Tampa Bay, and requiring the Peninsular Telephone Company to base its rates upon air line mileage.

(2) Order No. 1172, dated December 22, 1933, reducing the charges of desk sets and hand sets and charges for service connection.

(3) Order No. 1178, dated May 24, 1934, prescribing the rates to be charged for service rendered through the St. Petersburg Exchange.

On July 20, 1934, application for temporary restraining order was argued before Hon. E. C. Love, at Quincy, Florida. Answer of defendants was filed and also motion to deny jurisdiction of this matter on the ground that the same cause of action is now pending in the Federal Court, and that said Federal Court has exclusive jurisdiction of the cause of action.

This matter of concurrent and conflicting jurisdiction was argued at length before the Court, and the Court held that so long as said matter was pending in the Federal District Court it had no jurisdiction to entertain the same, but agreed that if the Peninsular Telephone Company would file a stipulation in the Court that it would dismiss the action of said cause pending in the District Court of the United States, the State Court would take jurisdiction and proceed with the hearing as to the validity of the orders of the Railroad Commission.

In the meantime, and on July 6, 1934, the Railroad Commission entered its Order No. 1180 amending its Order No. 1178, as to certain changes made in the St. Petersburg Exchange rates in connection with Private Branch Exchanges, and the Peninsular Telephone Company at said hearing on July 20th, filed its motion for leave to file an amended and supplemental bill setting up the matter of this new Order No. 1180. An order was thereupon entered by the Court permitting the filing of an amended and supplemental bill.

On July 25th, 1934, answer of the Railroad Commission was filed to the amended bill of complaint, and on July 26th, 27th and 28th, this matter was argued before the Judge of this Court at Quincy, Florida, upon the amended bill and answer to the amended bill and upon documentary evidence in the form of affidavits submitted by both parties to the cause.

On October 30, 1934, the Court entered its order in this proceeding denying the application for restraining order enjoining and restraining the enforcement of Orders No. 1163 and 1172, but entered its order granting a restraining order as to orders No. 1178 and 1180, affecting the exchange rates at St. Petersburg until the further order of this Court, and requiring the Peninsular Telephone Company to file a bond in the penal sum of \$25,000.00 payable to the defendant and their successors in office, and conditioned upon the payment of all such costs and damages as may be legally incurred, and also providing for the refunding to its several subscribers and patrons any sums which may be paid by them as a result of this temporary restraining order in excess of such amounts as might be determined as the rates which said telephone company should charge at its St. Petersburg Exchange.

On December 31, 1934, Hon. Curtis L. Waller, a practicing attorney residing in Tallahassee, Florida,

was appointed Special Master in this cause to take such evidence as may be offered by the parties hereto, and report the same to the Court together with his findings of fact and conclusions of law.

7. Central Truck Lines, Inc., et al., vs. Railroad Commission and St. Johns River Line Company, Certiorari. Supreme Court of Florida.

On the 31st day of December 1934, Central Truck Lines, Inc., Coast to Coast System, Inc., L. & L. Freight Lines, Inc., Union Bus Company, Atlantic Coats Line Railroad Company, Receivers for Florida East Coast Railway and Receivers for Seaboard Air Line Railway Company, filed their petition in the Supreme Court of Florida for Writ of Certiorari addressed to the Railroad Commission and St. Johns River Line Company requiring the Railroad Commission to send up for review the record and proceedings under which the Railroad Commission granted the St. Johns River Line Company an additional schedule between Orlando and Tampa, Florida.

The St. Johns River Line Company and its predecessors as common carriers of freight were operating on the St. Johns River between Jacksonville and Sanford and in connection with this service were operating trucks to various points in the State of Florida when jurisdiction over motor highway freight carriers was vested in the Railroad Commission by the provisions of Chapter 13,700, Acts of 1929. Under the provisions of this Act the St. Johns River Line Company was granted a Certificate of Public Convenience and Necessity to operate motor vehicles as a common carrier of freight. For several years the St. Johns River Line Company continued to operate its boats on the St. Johns River in connection with its truck service as an unregulated carrier and was enabled to charge rates for its water carriage over which the

Commission had no jurisdiction. The Commission faced with the situation entered into a hearing to determine whether or not it had jurisdiction over the operation of the St. Johns River Line Company on the St. Johns River. It determined that it had jurisdiction, and by Order No. 1185, dated September 19, 1934, it took jurisdiction over the operations of the St. Johns River Line Company and approved a schedule of rates for such boat line operations 10% under the rates and charges assessed by rail carriers and by motor carriers.

The St. Johns River Line Company afterward purchased the Certificate of Public Convenience and Necessity of McLeod Line, Inc., which authorized it to operate as an auto transportation company between Orlando and Tampa, Florida.

The St. Johns River Line Company then filed its petition to change the schedule formerly operated by McLeod Line, Inc., so that it might be enabled to give better service to its patrons in the Tampa territory than it could give by operating the old schedule that had been operated by McLeod Line, Inc. After full hearing the Commission found that the schedule formerly operated by McLeod Line, Inc., was an unreasonable schedule and permitted the St. Johns River Line Company to change its schedule so that it was enabled to make deliveries in Tampa earlier than it had been under the old schedule.

The question involved in this hearing is whether or not the Railroad Commission had authority to permit the St. Johns River Line Company to change its schedule between Orlando and Tampa and thus provide a through schedule from Jacksonville to Tampa much faster than its former schedule.

8. Central Truck Lines, Inc., vs. Railroad Commission and Seaboard Air Line Railway Company. Writ of Certiorari. Supreme Court of Florida.

This case is before the Supreme Court of Florida on petition of Central Truck Lines, Inc., for Writ of Certiorari seeking to review Order No. 716 dated November 26, 1934, by which the Railroad Commission granted the receivers of Seaboard Air Line Railway Company authority to substitute motor vehicles in lieu of train service between Brooksville and Tampa via State Highway No. 5, and between Waldo and Morriston over State Roads Nos. 13 and 5.

This was a substituted service and the question is whether the Commission had authority to grant it in the absence of the same proof of public convenience and necessary to grant an original certificate of public convenience and necessity to a motor vehicle carrier.

The above and foregoing is a brief resume of the more important cases participated in and handled by your counsel before the Interstate Commerce Commission and the law Courts. This report gives no consideration to the many hearings before the Commission which your counsel attends, nor to the volume of correspondence incident to his duties, nor to the number of opinions he is called upon to render upon various phases of the regulatory law.

For the convenience of the Commission, and of those who appear before it in various cases, I have attached to this report as an appendix a list of the more important cases in which the motor vehicle statute has been construed by the Courts with a short statement of the holding of the Courts in each case.

Respectfully submitted,

THEO. T. TURNBULL,

Counsel

APPENDIX

Cahoon vs. Smith, 99 Fla. 1174; 128 So. 632.

Court held that the provisions of Chapter 13,700 acts of 1929, that are legally applicable to private carriers for compensation are capable of being effectuated and upheld the statute as applied to private contract carriers.

(This case was reversed by the Supreme Court of the United States, *Smith vs. Cahoon*, 283 U. S. 553; 75 L. Ed. 1264.)

Florida Motor Lines vs. Railroad Commission, 100 Fla. 538; 129 So. 876.

Order of Railroad Commission being exercise of quasi judicial function and final in its character held reviewable on certiorari.

Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1027; 130 So. 587.

In considering transportation company's application for Certificate of Necessity Commission should consider effect on other transportation facilities within the territory, including railroad.

In Re: Edwards, 100 Fla. 989; 130 So. 615.

Certiorari petition should set out substance of evidence where alleged illegality involves review of evidence.

Allegation that order of Railroad Commission was not supported by evidence is not sufficient to over-

turn statutory presumption that Commission's findings were reasonable and just.

Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1631; 131 So. 777. (Known as the Pace Case).

Use of highways by a motor vehicle "for hire" is permitted only when public convenience and necessity require it.

Florida Motor Lines vs. State Railroad Commission, 101 Fla. 1018; 132 So. 851.

Vehicular highways are primarily designed for general public transportation and not for conducting business thereon of transporting persons or property for compensation.

Findings and conclusions of Railroad Commission should not be set aside on certiorari merely because appellate court might have reached different conclusion on evidence.

Certiorari issued to review order of Railroad Commission will be quashed where essential provisions of order do not clearly violate intendment of statutes authorizing same or organic or statutory rights.

Tyson vs. Stoutamire, 104 Fla. 505; 140 So. 454.

Statute providing that no motor vehicle shall be operated on the highway carrying more than a certain load held not in irreconcilable conflict with statute fixing different maximum weight for certificated vehicles of common carriers.

**L. & N. Railroad Company vs. Matthews, 104 Fla. 603;
140 So. 469. (Second Union Bus Case.)**

Review of findings and conclusion of Railroad Commission on Certiorari held not appellate in its nature so as to determine whether error was committed as on Writ of Error or appeal.

Riley vs. Lawson, 106 Fla. 521; 143 So. 619.

Private contract carrier furnishing continuous and recurring carriage held required to make application for Certificate of Public Convenience and Necessity, and the statute requiring private contract carrier to obtain Certificate of Public Convenience and Necessity from Railroad Commission held valid and not unconstitutional as discriminatory.

Dickinson vs. Cahoon, 107 Fla. 155; 144 So. 345.

"Chapter 14,764 Acts of 1931, as a regulatory Act is complete within itself and that without reference to any other statute of this State, this Chapter 14,764 dealing with certificated motor vehicles contains within its four corners all of the principles of regulation which are to be applied to those certificated vehicles falling within its purview."

**Central Truck Lines, Inc., vs. Railroad Commission,
109 Fla.; 395; 147 So. 590.**

Railroad Commission's order granting faster time schedule in operation of motor truck line held not improper as authorizing new competitive service.

Merchants Mutual Association vs. Matthews, 110, Fla. 325; 149 So. 27.

Corporation authorized as cooperative association to transport by motor truck merchandise of stockholders held private contract carrier within statute giving the Railroad Commission supervisory jurisdiction.

Matthews vs. St. Andrews Bay Transportation Company, 111 Fla. 587; 149 So. 648.

Railroad Commission administering statute regulating Certificates of Public Convenience has inherent power to grant rehearing of its decisions.

Leonard vs. Sweat, Sheriff—Habeas Corpus, 152, So. 857.

Railroad Commission has authority under Chapter 14,764 to fix weight limits of certificated carriers without regard to Chapter 16,085 Acts of 1933.

Coleman, Sheriff vs. Donald Achim, 153, So. 96.

Bona fide share expense trip held not within purview of Chapter 14,764 Acts of 1931. Automobile owner holding himself and his automobile out to the public as being ready, willing and able to transport any number of people for a fixed fee or charge constitutes an individual transaction subject to statute.

Alkazin vs. Wells, 47 Fed. (2d) 904.

Certificate of Public Convenience and Necessity was legally demandable from interstate bus operator as prerequisite of use of highways.

REPORT OF MOTOR TRANSPORTATION DIVISION

Until November the Commission employed four inspectors, located in Jacksonville, West Palm Beach, Orlando and Tampa. Since that time the Commission has been in position to employ additional inspectors, stationed at strategic points in the State, and as a result better enforcement of the Motor Transportation Act has been obtained. The fact that fewer arrests were made in 1934 than in the preceding year indicates that there have been less violation of the law. The number of cases acquitted or dismissed also increased. This is accounted for by reason of the new inspectors not having sufficient time to become fully acquainted with interpretations placed on the law by various minor courts. In this connection we feel that there should be a clearer definition of the terms "for hire" and "compensation." Section 30 of the Act is also ambiguous and indefinite and should be amended.

All reference to casual or irregular trips should be removed from this section, as this is construed by some courts to mean that such trips are permitted, where as the law states that these trips are only permitted when the owner of the vehicle is not required to purchase a "for hire" tag. The phrase "adjoining suburban territory" in one case was held to mean to include another municipality twelve miles distant. Exemptions applicable in a city or town should be made more definite. Our inspectors recommend that the law should make it prima facie evidence or violation for a taxi-cab to be apprehended outside of a city or town where it is licensed.

We wish again to emphasize the need for a law giving the Commission power to issue cease and desist orders with provisions to enforce these orders. The Commission should have direct jurisdiction over travel bureaus and freight forwarding companies.

During the year 1934 our inspectors made 244 arrests and obtained 149 convictions. Eighty-seven cases were acquitted or dismissed and eight cases are still pending. The inspectors traveled 45,000 miles in the discharge of their duties.

The duties of our inspectors are very exacting requiring long hours of service. Inspectors are required to be courteous and considerate to the public and use the rule of reason in making arrests. In addition to their duties as police officers, inspectors are required to be thoroughly familiar with the law and capable of prosecuting violations before the courts. One of the principal duties of inspectors is to enforce the law and rules of the Commission with respect to carriers holding certificates and permits issued by this Commission. However, since the motor carrier industry has been placed on a stabilized and disciplined basis, fewer violations have been committed by regulated carriers.

Our inspectors are instructed to work in full cooperation with the Motor Vehicle Commissioner, Road Department and Safety Department in enforcing general traffic laws. These violations are reported to the respective departments or local enforcement officers.

We wish to make acknowledgement to sheriffs, traffic officers and those prosecuting attorneys and enforcement officers who have given valuable assistance in the fair enforcement of the Motor Transportation Act.

Accidents

The regulated carriers, that is those holding certificates from this Commission, are to be commended on the few accidents occurring to their equipment on the highways. In the statistical section of this report is a statement of wrecks and accidents, which compared with the accidents reported by the Safety Department is relatively negligible. This is due to the fact that regulated carriers are required to carry public liability and property damage insurance, employ competent drivers over 21 years of age, maintain equipment in good condition and are under the surveillance of our inspectors.

WRECKS AND ACCIDENTS—MOTOR**I. COLLISIONS.**

	Injured	Killed
1. Private car collided with bus	1	
2. Private car collided with truck	1	
3. Truck hit cow	none	
4. Private car collided with truck	none	
5. Collision	1	
6. Two trucks	1	
7. Private car collided with bus	3	
8. Private car and truck	none	
9. Truck and train	none	

II. DEROADMENTS.

1. Evidently asleep	2
2. Not known	1

DIGEST OF DISPOSITION OF APPLICATIONS FOR PERMITS AND CERTIFICATES, 1934

	Granted	Denied or Dismissed
Application for common carrier certificate	2	4
Application for contract carrier certificate	4	1
Application for Permits (taxies) ..	31	1
Application for Permits (household goods)	5	1
Application for Permit, freight ..	1	
Application for change in schedule	10	4
Application for extensions	10	3
Petitions for transfer of certificates	6	
Citation for violations		19
Certificates and Permits cancelled or revoked		6
Investigation of schedule by Commission		1
Investigation for change in Rule		2
Certificates and permits in effect:		
Common carrier certificates		62
Contract carrier certificates		20
Passenger Permits		133
Household Goods and Freight Permits		54

Number of pieces of equipment listed with Commission:

Contract carriers	137
Common carriers	456
Permit carriers	601
Total	1194

ORDERS

Motor Transportation Division

CITATION

**ORDER NO. 646,
DOCKET NO. 100-62.**

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: COMPLAINT AGAINST C. & H. TRANSFER COMPANY OF FORT LAUDERDALE, OPERATING UNDER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 147, AS TO VIOLATIONS OF THE LAW AND THE TERMS AND CONDITIONS OF ITS SAID CERTIFICATE.

WHEREAS C. & H. Transfer Company now operates under Certificate of Public Convenience and Necessity No. 147 schedules between Fort Lauderdale and Miami and Miami and Fort Lauderdale, and it has been reported to this Commission that the said C. & H. Transfer Company is violating the terms and conditions of its said Certificate:

Therefore you, C. & H. Transfer Company, **TAKE NOTICE** that the Railroad Commission of the State of Florida charges you with violations of the law, and the rules of this Commission and with disregard of the provisions of your Certificate of Public Convenience and Necessity in the following particulars to-wit:

(1) A wilful violation of the terms and conditions of Certificate of Public Convenience and Necessity No. 147 in that you did on or about December 28, 1933, transport from the Clyde Line dock in Miami, Florida, one lot of machinery weighing 13,000 pounds and one box of machinery weighing 465 pounds to Delray, Florida, and did deliver such shipments to Standard Dredge Company at Delray, Florida, and the said Delray not being a point which you, the said C. & H. Trans-

fer Company, were authorized to serve under said Certificate.

(2) A wilful violation of the law and the rules and regulations of this Commission in that you did on or about December 28, 1933 operate your motor vehicles transporting property over the highways of the State of Florida accompanied by an alleged uniform bill of lading which purported to show the true point of origin and true destination of shipments being transported by you, when, as a matter of fact, the bill of lading of December 28, 1933 showed that one lot of machinery of the weight of 13,000 pounds and one box of machinery of the weight of 465 pounds was to be transported from the Clyde Line dock at Miami to Fort Lauderdale, Florida, when as a matter of fact such shipment was transported from the Clyde dock at Miami to Delray, Florida and delivered to Standard Dredge Company, and the said Delray, Florida, not being a point authorized to be served by you.

And further **TAKE NOTICE** that on **TUESDAY** the 6th day of **FEBRUARY** 1934 at 10 o'clock A. M., the said Railroad Commission of the State of Florida will be in session at its Hearing Room, Supreme Court Building, Tallahassee, Florida, to hear and consider whether or not you, C. & H. Transfer Company, are guilty of having wilfully violated and refused to observe the laws of the State of Florida, and the terms and conditions of your Certificate touching the operation of motor vehicles, and if found guilty thereof to then and there consider what penalty should be imposed upon you under the law.

And at said time and place you will have an opportunity to be fully heard.

WITNESS THE HAND of the Chairman of said Railroad Commission, affixed in open session and by its order at Tallahassee, Florida, this 19th day of January 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 647,
DOCKET NO. 100-28.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF HOOD COACH LINES,
INC., OF ATLANTA, GEORGIA, FOR APPROVAL
OF ADDITIONAL SCHEDULE BETWEEN JACK-
SONVILLE, FLA., AND THE GEORGIA-FLORIDA
STATE LINE.**

1. Pursuant to Notice No. 465 dated December 9, 1933, this matter was set down for hearing on December 20th, 1933 but the hearing under said notice was postponed. Pursuant to Notice No. 466 dated December 30, 1933, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on January 10, 1934, and then and there appeared the following:

Mr. John R. Beacham for the applicant.

Mr. Claude Pepper for protestants. Mr. Roswell King represented Atlantic Greyhound Lines.

2. After a full hearing the Railroad Commission took this matter under advisement, and now having considered the evidence introduced in said cause both for and against the application, and it appearing that the Hood Coach Lines, Inc., now operates between Jacksonville and the Georgia-Florida State line, destination Waycross, Georgia, and other points in the said State, and would be better enabled to serve patrons and the traveling public if it were permitted to operate the additional schedule applied for.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the said Hood Coach Lines, Inc., to operate an additional schedule in interstate commerce between Jacksonville, Florida and the Georgia-Florida State line transporting passengers be and the same is hereby **GRANTED**, and the said Hood Coach Lines, Inc., is hereby authorized to operate over

State Road No. 4 between Jacksonville, Florida, and the Georgia-Florida State line the following schedule:

STATION	NORTHBOUND	SOUTHBOUND
Jacksonville	6:00 A.M.	11:59 P.M.
Callahan	6:40 A.M.	11:20 P.M.
Hilliard	7:00 A.M.	11:00 P.M.
State Line	7:15 A.M.	10:45 P.M.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 12th day of January 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 648,
DOCKET NO. 100-139.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF ATLANTIC GREY-
HOUND LINES OF WINSTON SALEM, N. C., FOR
ADDITIONAL SCHEDULE.

1. Pursuant to Notice No. 464 dated November 10, 1933 this matter was set down for hearing on November 28, 1933 and upon being called upon agreement of parties it was postponed until the next regular hearing date. Thereupon by Order No. 465 dated December 9, 1933, it was again set for hearing on December 20, 1933 and again postponed. Pursuant to Notice No. 466 dated December 30, 1933, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on January 10, 1934.

Mr. Roswell King appeared for applicant.

Senator John R. Beacham representing Hood
Coach Lines, Inc., and Mr. Claude Pepper repre-

senting Union Bus Company, appeared for protestants.

2. The Railroad Commission having heard all parties desiring to be heard took said matter under advisement, and now having considered all of the evidence introduced in this cause and being fully advised in the premises and having found that public convenience and necessity will be best served by the granting of this application, and that better connections can be made with other bus lines operating in the State of Florida, and the time of passengers traveling over these bus lines can be conserved by furnishing a more direct connection for those passengers going north:

It is therefore **CONSIDERED, ORDERED AND**

ADJUDGED by the Railroad Commission of the State of Florida that Atlantic Greyhound Lines be and the same is hereby authorized to operate over State Road No. 4 between Jacksonville, Florida, and the Georgia-Florida State line upon the following schedule:

STATIONS	NORTHBOUND	SOUTHBOUND
	(Read down)	(Read up)
Jacksonville	3:30 P.M.	1:30 P.M.
Callahan	4:20 P.M.	12:40 P.M.
Folkston, Ga.	4:55 P.M.	12:05 P.M.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 12th day of January 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 649,
DOCKET NO. 234.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: JOINT PETITION OF McLEOD LINE, INC.,
AND RIDGE TRUCK LINE, INC., TO TRANSFER**

AND ASSIGN THAT PART OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 39 FROM McLEOD LINE, INC., TO RIDGE TRUCK LINE, INC., AS FOLLOWS: TAMPA TO HAINES CITY VIA STATE ROAD NO. 23 AND NO. 17 AND COUNTRY ROADS, AND TAMPA TO LAKE PLACID BY STATE ROAD NO. 23 AND COUNTRY ROADS AND STATE ROAD NO. 8.

1. On October 17, 1933 joint petition of McLeod Line, Inc., and Ridge Truck Line, Inc., was filed with this Commission praying approval of the transfer and assignment from McLeod Line, Inc., to Ridge Truck Line, Inc., the hereinafter described portions of Certificate of Public Convenience and Necessity No. 39, now owned and held by McLeod Line, Inc. .

2. By Notice No. 464 dated November 10, 1933, this matter was heard by this Commission on November 29, 1933 at its Hearing Room in Tallahassee, Florida, and the following appearance were entered at said hearing:

W. M. Hendry representing Ridge Truck Line, Inc.; J. A. Bliss representing McLeod Line, Inc.; Sinclair Wells representing Star Truck Line; Roswell King and Sidney Allen representing Central Truck Lines, Inc.; W. J. Oven representing Receivers of Seaboard Air Line Railway Company and F. B. Langley representing Atlantic Coast Line Railroad.

3. It appears from the record that McLeod Line, Inc., is a corporation under the laws of the State of Florida and is operating as an Auto Transportation Company transporting freight for compensation under authority of Certificate of Public Convenience and Necessity No. 39. It further appears that Ridge Truck Line, Inc., is a corporation organized and authorized under the laws of the State of Florida to carry on the business of transporting freight by truck as a common carrier for compensation. It further appears by certified copy of the meeting of the Board of Directors that McLeod Line, Inc., has agreed to sell and convey to Ridge Truck Line, Inc., that portion of Certificate of Public Convenience and Necessity No. 39 which au-

thorizes the operation and maintenance in common carriage of freight schedules Nos. 4 and 5 of Time Table No. 1 approved by the Railroad Commission of the State of Florida.

4. It further appearing that McLeod Line, Inc., has been regularly operating the schedules hereinafter described and other schedules authorized by the Commission, and that the transfer of this portion of the route will not cause any additional service to be operated over the highways and it appearing that the Ridge Truck Line, Inc., is financially able to render adequate service over such route and that public convenience and necessity will be best served by the transfer of this portion of the route from McLeod Line, Inc., to Ridge Truck Line, Inc.:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida as follows:

(1) That the transfer and assignment of that portion of Certificate of Public Convenience and Necessity No. 39 from McLeod Line, Inc., to Ridge Truck Line, Inc., over the following routes—Tampa to Plant City via Road No. 23; Plant City to Haines City via Road No. 17; Haines City to Winter Haven and Auburndale via County Roads serving Eagle Lake, Lake Hamilton and Dundee as off line stations via County Roads; Tampa to Bartow via Mulberry over State Road No. 23 and county roads; Bartow to Lake Wales via Lake Garfield over county roads; Lake Wales to Lake Placid via State Road No. 8 serving DeSoto City and Lake Placid as off line stations, be and the same is hereby APPROVED.

(2) That over these routes the Ridge Truck Line, Inc., is authorized and required to operate schedules Nos. 4 and 5 of Time Table No. 1, effective February 5, 1933 now on file with the Railroad Commission and approved by operation by McLeod Line, Inc.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in

the city of Tallahassee, Florida, this 8th day of February 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 650,
DOCKET NO. 100-78.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF NEWHALL TRUCK
LINE, INC., OF TAMPA, FLORIDA, FOR EXTEN-
SION OF CERTIFICATE NO. 68 TO INCLUDE
OPERATION FROM OCALA TO JACKSONVILLE,
FLORIDA, HAULING FOR STANDARD OIL
COMPANY.

1. Pursuant to Notice No. 462 dated September 14, 1933, this matter was originally set for hearing on October 5th, 1933 and no one appearing for the applicant the application was dismissed for lack of prosecution as appears by Order No. 623 dated October 6, 1933. Upon motion of applicant and affidavit that he had not received original notice of hearing this matter was reopened and heard under Notice No. 466 dated December 30, 1933 on the 10th day of January 1934.

Mr. Francis B. Winthrop appeared for the applicant.

2. It appears that John E. Newhall, operating as Newhall Truck Line transports products for Standard Oil Company under contract over a considerable part of South Florida and now desires an extension of his certificate to operate with closed doors from Ocala to Jacksonville, Florida.

3. At the hearing it developed that the said Newhall Truck Line, Inc., operates under an oral contract with Standard Oil Company and failed to comply with the law by filing with this Commission a sworn copy or statement of the subject matter of the con-

tract under which it desired to operate. It further developed that the said oral contract included no fixed compensation and that the alleged contract was terminable at will by Standard Oil Company in the event the truck line failed to carry for them at whatever price they might from time to time fix.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that for these reasons the application of Newhall Truck Line, Inc., for extension of its Certificate as above described be and the same is hereby **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 2nd day of February 1934.

EUGENE S. MATTHEWS,
Chairman.

CITATION

**ORDER NO. 651,
DOCKET NO. 100-139.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: COMPLAINT AGAINST CAMEL LINES,
INC., AND CAMEL CITY COACH COMPANY AS
TO VIOLATIONS OF THE LAW AND THE RULES
OF THE RAILROAD COMMISSION OF FLORIDA.**

1. Pursuant to Citation dated June 9, 1933, this matter came on for consideration before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on June 27th, 1933.

Mr. Claude Pepper appeared for the respondent.

2. Testimony was taken in this matter indicating that the name of Camel City Coach Company was changed without authority of this Commission and

that neither Camel Lines, Inc., nor Camel City Coach Company have filed a proper Annual Report for the year ended December 31, 1932, but decision in the matter was held up pending an effort on the part of the respondents to fully comply with the law both as to the change in name and as to filing a proper Annual Report.

3. It now appears that application has now been filed for consolidation and transfer of Certificates of Public Convenience and Necessity Nos. 1-A, 130, 132 and 160 now held and owned by Atlantic Greyhound Lines, a Virginia corporation, Atlantic Greyhound Lines of Georgia, Inc., Atlantic Greyhound Lines of North Carolina, Inc., and Coastal Transport Company, Inc., to Atlantic Greyhound Lines.

4. And it further appearing that a satisfactory Annual Report has been filed by these respondents and approved by this Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Citation dated June 9, 1933, issued against Camel Lines, Inc., and Camel City Coach Company be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 2nd day of February 1934.

EUGENE S. MATTHEWS,
Chairman.

CITATION

ORDER NO. 652,
DOCKET NO. 215.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: COMPLAINT AGAINST MOTOR CONVOY
COMPANY, 678 FORD PLACE, ATLANTA, GA.

1. Pursuant to Order dated February 1st, 1934, Motor Convoy Company of Atlanta, Georgia, was required to appear before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday February 14, 1934 at 10 o'clock A. M., to show cause why its Certificate of Public Convenience and Necessity No. 181 should not be revoked for failure and refusal to file mileage tax report for the month of December 1933 and for failure and refusal to pay to the Comptroller of the State of Florida the mileage tax due by it for said time and for failure and refusal to file a duplicate copy of the statement required to be filed with the Comptroller of the State of Florida with the Railroad Commission of the State of Florida, said duplicate copy containing a sworn statement that the mileage tax due by it has been paid.

2. This case was called for hearing on the said date of February 14, 1934, and it appeared at said hearing that the said Motor Convoy Company had been duly served with a copy of the aforementioned and described order and citation by registered mail and had duly received said copy of the said order and citation more than ten days before the hearing date set for said hearing but has failed and refused to appear and deny the charges against it.

3. It further appears from the testimony taken at said time and place and from the records in the office of Hon. J. M. Lee, Comptroller of the State of Florida, that the said Motor Convoy Company has wilfully failed and refused to file a mileage tax report for the month of December 1933 and to pay the mileage tax due by it for the operation of its motor vehicles over the public highways of the State for the month of December 1933, and that although two notices and a telegram were sent to said Motor Convoy Company more than ten days before this hearing notifying it of said failure and refusal on its part to file mileage tax report and to pay the mileage tax for the month of December 1933, the said default has not been remedied by said Motor Convoy Company.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State

of Florida that the said Motor Convoy Company of Atlanta, Georgia, is guilty of the charges as contained in said Citation heretofore issued against it, and has incurred a penalty for such violation, which said penalty is fixed as follows:

REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO 181.

And the said Motor Convoy Company of Atlanta, Georgia is hereby ordered to cease and desist from all operations over the public highways of the State of Florida under authority of said Certificate of Public Convenience and Necessity No. 181.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 16th day of February 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 653,
DOCKET NO. 100-143.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: JOINT APPLICATION OF ST. ANDREWS
BAY TRANSPORTATION COMPANY AND
UNION BUS COMPANY FOR CERTAIN
CHANGES IN OPERATIONS AND SCHEDULES
AS BETWEEN MARIANNA, FLORIDA, AND THE
ALABAMA-FLORIDA STATE LINE OVER
STATE HIGHWAY NO. 6, AND U. S. HIGHWAY
NO. 231, DESTINATION DOTHAN, ALABAMA.**

1. It appears from the joint application of St. Andrews Bay Transportation Company and Union Bus Company, filed herein, and from the records of this Commission, that St. Andrews Bay Transportation Company is now operating certain schedules as between Marianna, Florida and the Alabama-Florida State Line ultimate destination Dothan, Ala., and that

by Order No. 619 dated October 5, 1933 Union Bus Company was authorized to operate in interstate commerce only between Marianna, Florida, and the Alabama-Florida State line destination Dothan, Alabama, under certain schedules set out in said order, said schedules being similar to two of the schedules operated by the St. Andrews Bay Transportation Company. On account of the condition of road No. 6 at the time said order was made Union Bus Company was restricted to the use of a small bus of gross weight of not more than 11,000 pounds.

2. It further appears that St. Andrews Bay Transportation Company now desires to withdraw or abandon those two certain schedules which are similar to the two schedules now being operated by Union Bus Company and inaugurate in lieu thereof certain other schedules more particularly described herein-after, and Union Bus Company desires to continue the operation of its schedules and offers to handle on said schedules intrastate passengers as between Marianna and Florida-Alabama State line that were formerly handled by St. Andrews Bay Transportation Company in its operations.

3. It further appears from a letter of the State Road Department of Florida signed by J. H. Dowling, State Highway Engineer, dated March 11th, 1934 and filed with this Commission, that considerable repairs have recently been made on State Road No. 6 and such road is now fully able to carry the traffic handled in regular busses of the Union Bus Company.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that public convenience and necessity will be best served if the following changes in the schedule of St. Andrews Bay Transportation Company and Union Bus Company be made:

A

That St. Andrews Bay Transportation Company be authorized to withdraw or abandon its schedule prescribed as follows:

Northbound:

Lv. Marianna 6:00 A.M. Arrive Dothan 7:00 A.M.
 Lv. Marianna 2:30 P.M. Arrive Dothan 3:30 P.M.

Southbound:

Lv. Dothan 1:00 P.M. Arrive Marianna 2:00 P.M.
 Lv. Dothan 9:15 P.M. Arrive Marianna 10:15 P.M.

and that it be authorized to inaugurate in lieu thereof
 schedules as between Panama City and Dothan Ala-
 bama, as follows:

SOUTHBOUND TRIPS NORTHBOUND TRIPS
 Effective April 1, 1934

Trip No. 3	Trip No. 5	Stations	Trip No. 2	Trip No. 6
P. M.	A. M.		A. M.	P. M.
3:15	5:30	Dothan	11:35	9:30
3:47	6:03	Campbellton	11:00	8:57
4:15	6:30	Ar. Marianna, Lv.	10:32	8:30
4:20	6:35	Lv. Marianna, Ar.	10:27	8:25
4:40	6:55	Ar. Cottondale, Lv.	10:08	8:07
4:45	7:00	Lv. Cottondale, Ar.	10:00	8:07
4:58	7:12	Alford	9:45	7:53
5:03	7:17	Round Lake	9:39	7:49
5:13	7:28	Compass Lake	9:30	7:35
5:30	7:43	Fountain	9:13	7:21
5:45	7:56	Youngstown	8:57	7:08
6:10	8:16	College Point	8:30	6:45
6:20	8:26	Lynn Haven Sta.	8:19	6:34
6:25	8:30	Panama City	8:15	6:30
P. M.	A. M.		A. M.	P. M.

B

That Order No. 619 dated October 3, 1933 be
 amended to authorize Union Bus Company to operate
 in interstate and intrastate commerce between Mari-
 anna and Florida-Alabama State line over State High-
 way No. 6, on the following schedule:

Effective April 1, 1934

A. M.	P. M.		P. M.	P. M.
5:30	2:30	Lv. Marianna, Ar.	1:45	10:15
5:58	2:59	Campbellton	1:17	9:47
6:30	3:30	Dothan	12:45	9:15
A. M.	P. M.		P. M.	P. M.

It is further **ORDERED** that on account of the present condition of State Road No. 6, as certified to by the State Highway Engineer, that the operations of Union Bus Company as herein described may be carried on with its regular busses now in operation as between Jacksonville and Marianna, Florida, or such other motor vehicles as conform to the State law.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 12th day of March 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 654,
DOCKET NO. 100-77.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: MOTION OF NATIONAL CONVOY &
TRUCKING COMPANY OF JACKSONVILLE,
FLORIDA, TO RE-OPEN THIS CASE FOR THE
SOLE PURPOSE OF SUBMITTING A WRITTEN
CONTRACT BETWEEN IT AND FORD MOTOR
COMPANY CONFORMING TO THE RULES OF
THIS COMMISSION AS CONFIRMED AND RATI-
FIED BY THE CIRCUIT COURT OF THIS CIR-
CUIT.**

1. Pursuant to Notice No. 466 dated December 30, 1933, this matter came on for hearing before the Railroad Commission at its Hearing Room, Tallahassee, Florida, on January 10, 1934, and then and there appeared the following:

For the applicant—Stanton Walker and John R. Beacham.

For protestants—W. J. Oven, representing Seaboard Air Line Railway and A. & St. A. B. Railway; Russel L. Frink and H. H. Simms, repre-

sending receivers of Florida East Coast Railway and L. & N. Railroad Company; George A. K. Sutton and F. B. Langley representing Atlantic Coast Line Railroad Company; Claude Pepper representing K. & L. Transportation Company; Sinclair Wells representing various truck companies.

2. It appearing that all persons entitled to notice and to hearing have had such notice and hearing, and the Commission having carefully considered the evidence introduced in this cause and being fully advised in the premises, finds:

(a) That by Order No. 570 dated February 15, 1933 and recorded in Order Book "D" on pages 193 to 197 the original application of National Convoy & Trucking Company to transport automobile parts under contract with Ford Motor Company was denied and the principal ground of denial was the lack of a mutually enforceable and binding contract between said parties.

(b) It further appears that upon petition for re-opening and re-hearing and upon oral argument before this Commission the former decision of this Commission was affirmed. (See Order dated July 18, 1933, No. 614, recorded in Order Book "D" 365-367).

(c) Petition for Certiorari was then filed in the Circuit Court of the Second Judicial Circuit of Florida and the matter was heard before Judge E. C. Love on Motion to quash the Writ of Certiorari, and after due hearing the Judge of said Court, in a well considered opinion, sustained the order of this Commission and quashed the Writ of Certiorari.

(d) The applicant, the National Convoy & Trucking Company thereupon, and on December 20, 1933, filed with this Commission a motion to reopen these proceedings for the sole purpose of filing with this Commission a written contract which the said applicant alleges to be in conformity with the opinion of said Judge of the Circuit Court above mentioned, and this hearing was had

upon said motion, and upon objection being offered to the consideration of said motion and the re-opening of this matter for the purpose of submitting said contract, the Commission reserved its decision upon said motion and permitted the contract to be filed subject to said objections

(e) That without deciding the question whether or not the former proceedings, and the final judgment of this Commission and its approval by the Court is *res adjudicata*, and without deciding the question of the validity of the contract offered in evidence, this Commission is of opinion that the motion to re-open as filed is too narrow and restrictive in its terms in that it seeks to restrict the hearing to the mere matter of the submission of the alleged contract and said motion should be denied.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the said motion of National Convoy & Trucking Company to reopen this matter be and the same is hereby **DENIED** without prejudice to the said National Convoy & Trucking Company to renew its application under the law and the rules of this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 15th day of February 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 655,
DOCKET NO. 35.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: ANDERSON UNITED VAN SERVICE, INC.,
2021—57TH ST., BROOKLYN, N. Y., HOLDER OF
PERMIT NO. 110—FAILURE TO REPORT AND
PAY MILEAGE TAX FOR THE MONTH OF DE-
CEMBER 1933.**

1. Anderson United Van Service, Inc., was on February 1, 1934, cited to appear before this Commission at its Hearing Room, Tallahassee, Florida, on Wednesday, February 14, 1934, and show cause why a penalty should not be imposed upon it for its failure and refusal to file a report of its mileage tax for the month of December 1933, and for failure and refusal to pay the mileage tax due by it for the said month of December 1933.

2. Copy of said citation was sent by registered mail to Anderson United Van Service, Inc., and return receipt shows that said citation was received.

3. Anderson United Van Service, Inc., failed to appear on said date but by its letter dated February 5, 1934, directed to the Railroad Commission, it advised the Commission that it did not intend to continue to operate in Florida and had not operated for the past year.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Anderson United Van Service, Inc., has abandoned its service in the State of Florida authorized under its Permit No. 110, and said Permit No. 110 is hereby CANCELED and authority to operate over the roads of the State of Florida under said Permit be and the same is hereby REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 14th day of February 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 656,
DOCKET NO. 100-119.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: E. L. DeVANE DOING BUSINESS AS
GLADES EXPRESS OF LAKE WORTH, FLORI-

DA, UNDER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 23. FAILURE TO FILE CORRECT ANNUAL REPORT FOR THE YEAR 1932 AND ABANDONMENT OF SERVICE FOR A PERIOD OF MORE THAN NINETY DAYS.

1. It appears that E. L. DeVane, doing business as Glades Express of Lake Worth, Florida, operating a passenger service under Certificate of Public Convenience and Necessity No. 23, has failed and refused to file a correct Annual Report for the year 1932, and although this matter has been repeatedly called to his attention he has failed and refused to make corrections in his Annual Report called to his attention and has ignored letters written to him about this matter.

2. It also appears that service under said Certificate No. 23 has been abandoned by the holder thereof E. L. DeVane, doing business as Glades Express, for a period of more than ninety days.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 23, heretofore issued to E. L. DeVane doing business as Glades Express, be and the same is hereby CANCELED and authority to operate under said certificate is hereby REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 9th day of November 1933.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 657,
DOCKET NO. 100-21.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: ATLANTIC COAST LINE RAILROAD COMPANY ABANDONMENT OF OPERATION UNDER CERTIFICATE OF PUBLIC CONVENIENCE AND

NECESSITY NO. 17 FROM TAMPA UNION STATION TO THONOTOSASSA, FLORIDA.

1. It appears that Atlantic Coast Line Railroad Company is the holder of Certificate of Public Convenience and Necessity No. 17 authorizing it to operate as an auto transportation company over certain highways of the State of Florida.

2. It now appears that said Atlantic Coast Line Railroad Company has abandoned that part of its route authorized under said Certificate No. 17 from Tampa Union Station to Thonotosassa, Florida.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the authority heretofore issued to Atlantic Coast Line Railroad Company to operate over the highways from Tampa Union Station to Thonotosassa under said Certificate No. 17, be and the same is hereby REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 15th day of July 1933.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 658,
DOCKET NO. 178.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: COMPLAINT AGAINST LANE'S TRANSFER OF BAINBRIDGE, GEORGIA, FOR FAILURE TO FILE A CORRECT ANNUAL REPORT FOR THE YEAR 1932.

1. On January 31, 1934 Lane's Transfer of Bainbridge, Georgia, was cited to appear before this Com-

mission on February 14, 1934 for failure to file its Annual Report for the year ended December 31, 1932.

2. It now appears that the said Lane's Transfer has filed a satisfactory Annual Report for the year 1932 and has promised and agreed with the Commission that it will file its Annual Reports promptly and faithfully abide by the rules and regulations of this Commission.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the citation issued against Lane's Transfer of Bainbridge, Georgia, dated January 31, 1934, be and the same is hereby **DISMISSED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 24th day of March 1934.

EUGENE S. MATTHEWS,
Chairman.

CITATION

ORDER NO. 659.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: CITATION AGAINST BURNHAM FURNI-
TURE COMPANY OF COLUMBUS, GEORGIA,
FOR FAILURE TO FILE REPORT AND PAY THE
MILEAGE TAX FOR THE MONTH OF NOVEM-
BER 1933.**

Citation dated January 5, 1934 was directed to Burnham & Company of Columbus, Georgia, holder of PERMIT NO. 5, requiring said company to appear before the Commission on January 17, 1934, to answer complaint that it had failed and refused to file its mileage tax report and had failed and refused to pay the mileage tax due by it for the month of November 1933.

F. B. Winthrop, attorney, appeared for respondent.

It appears that respondent upon receipt of citation filed the necessary report and paid the mileage tax due for the month of November 1933 and has made satisfactory explanation of its delinquency in this matter:

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that said Citation be and the same is hereby **DISMISSED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 3rd day of April 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 660,
DOCKET NO. 100-10.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF ST. JOHNS RIVER LINE
COMPANY, JACKSONVILLE, FLORIDA, FOR A
CHANGE IN SCHEDULE.**

1. Pursuant to Notice No. 467 dated February 27th, 1934, this matter was set down for hearing on March 14, 1934.

2. Upon the calling of the docket no one appeared for the applicant and upon motion to dismiss the application for lack of prosecution the Commission granted said motion and dismissed said application without prejudice to reapply for this change in schedule at a later date.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in

the city of Tallahassee, Florida, this 14th day of March 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 661,
DOCKET NO. 100-1.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

APPLICATION OF CENTRAL TRUCK LINES, INC.,
OF ST. PETERSBURG, FLORIDA, FOR AU-
THORITY TO EXTEND ITS CERTIFICATE
AUTHORIZING OPERATION FROM JACKSON-
VILLE TO GEORGIA STATE LINE TO INCLUDE
THE ROUTE FROM JACKSONVILLE TO THE
GEORGIA STATE LINE OVER STATE ROAD NO.
4.

1. Pursuant to Notice No. 467 dated February 27, 1934, this matter came on for consideration before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on March 14, 1934.

A. Y. Milam appeared for applicant.

2. It appears from the application and the testimony in this case that Central Truck Lines, Inc., now operates under Certificate of Public Convenience and Necessity issued by this Commission from Jacksonville to the Georgia State line with destination Atlanta, Georgia, via Baldwin, Macclenny, Lake City, White Springs and Jasper over State roads Nos. 1 and 2. That under this Certificate it transports over this route freight to and from Atlanta, Ga., and performs both interstate and intrastate service. That it frequently has truck load freight destined for Atlanta, Ga., which it operates as a second section over this particular route and schedule and has obtained authority from the Georgia Public Service Commission to use certain

Georgia highways connecting with Florida State Highway No. 4 at the Georgia State line, and now seeks authority from this Commission to route these second sections of interstate freight only via Callahan and Hilliard over State Highway No. 4 to the Georgia State line. That such authority would shorten the mileage between Jacksonville and Atlanta, Georgia by forty-two miles, expediting the movement of freight and shortening the hours of labor of the drivers involved. That no intrastate service will be performed over this alternate route.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Central Truck Lines, Inc., for authority to operate from Jacksonville via Callahan and Hilliard over State Highway No. 4 to Georgia State line as an alternate route to be used by said Central Truck Lines, Inc., in operating second sections under its schedule in interstate commerce only be and the same is hereby **GRANTED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 5th day of April 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 662,
DOCKET NO. 100-139.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF ATLANTIC GREYHOUND LINES, A VIRGINIA CORPORATION; ATLANTIC GREYHOUND LINES OF GEORGIA, INC., (FORMERLY CAMEL LINES, INC.); ATLANTIC GREYHOUND LINES OF NORTH CAROLINA, INC., (FORMERLY CAMEL CITY COACH COMPANY); AND COASTAL TRANSPORT COMPANY, FOR TRANSFER OF CERTIFICATES OF

**PUBLIC CONVENIENCE AND NECESSITY NOS.
1-A, 130, 132 AND 160.**

1. Pursuant to Notice No. 467 dated February 27, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on March 14, 1934.

A. Y. Milam represented the applicant.

2. Coastal Transport Company is the owner of Certificate of Public Convenience and Necessity No. 130 authorizing interstate service between Jacksonville and the Georgia State Line over State Road No. 3, and also has authority to operate other motor busses over this route by virtue of an assignment of a portion of the Certificate of Public Convenience and Necessity formerly held by Florida Motor Lines, Inc. Atlantic Greyhound Lines of Georgia, formerly Camel Lines, Inc., is the owner of Certificate of Public Convenience and Necessity No. 132 authorizing it to operate over State Road No. 4 from Jacksonville to the Georgia-Florida line, and is also the owner of a portion of Certificate of Public Convenience and Necessity No. 1-A transferred to it by Southeastern Greyhound Lines covering this same route.

3. That the said Atlantic Greyhound Lines of Georgia, Inc., has heretofore acted as the holding company of said Certificates of Public Convenience and Necessity heretofore mentioned while the operations in the State of Florida have been conducted by Atlantic Greyhound Lines of North Carolina, Inc. That Atlantic Greyhound Lines, Inc., of Virginia has now qualified itself to do business in the State of Florida and is organized for the purpose of acquiring all of the aforesaid described certificates of public convenience and necessity and conducting the operations within the State of Florida under said certificates. That Atlantic Greyhound Lines, Inc., of Virginia has agreed to assume all obligations under said certificates imposed by the laws of the State of Florida and the rules and regulations of this Commission, and the several other companies to-wit: Atlantic Greyhound Lines of Georgia, Inc., and Atlantic Greyhound Lines of North Carolina, Inc., have agreed to file all reports required by the

State of Florida and this Commission in respect to the operations under said Certificates to the date of such transfer and discharge liabilities lawfully imposed on each of them on account of the ownership and the operation under said Certificates to such date of transfer, and such agreements on the part of said companies are hereby made a part of the consideration for the approval of the transfer of such certificates and such transfer is contingent and conditioned upon the faithful execution of such agreements.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the various companies herein mentioned for transfer of Certificates of Public Convenience and Necessity Nos. 1-A, 130, 132 and 160 to Atlantic Greyhound Lines, Inc., of Virginia be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 5th day of April 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 663,
DOCKET NO. 100-9.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: COMPLAINT AGAINST STAR TRUCK LINE
OF TAMPA, FLORIDA, FOR FAILURE TO FILE
CORRECT ANNUAL REPORT FOR THE YEAR
1932.**

1. Citation dated January 31, 1934 was issued against the Star Truck Line of Tampa, Fla., requiring it to be and appear before the Railroad Commission on February 14, 1934 to answer a charge of wilfully violating Rule 56 for failure and refusal to file a correct Annual Report for the year ended December 31, 1932.

2. It now appearing that the Star Truck Line has filed a correct Annual Report for the year 1932 and has asked that the citation against it be dismissed:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that for the reasons set forth herein citation against Star Truck Line be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 12th day of April 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 664,
DOCKET NO. 100-32.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: COMPLAINT AGAINST MOORES-BATSFORD & SON TRANSFER COMPANY OF DeLAND, FLA., AND ST. JOHNS RIVER LINE COMPANY OF JACKSONVILLE, FLA., FOR FAILURE TO FILE CORRECTED ANNUAL REPORT COVERING OPERATIONS OF MOORES-BATSFORD & SON TRANSFER COMPANY FOR THE YEAR 1932.

1. Pursuant to citation dated January 31, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida on February 14, 1934.

P. D. Barksdale, Auditor, appeared for respondent.

2. It appears from the testimony introduced at the hearing that a correct Annual Report for

Moores-Batsford & Son Transfer Company operations had not been filed within the time required by law and this company had failed to answer correspondence with reference to the necessary corrections to its report but since such citation has been issued the proper corrections have been made and the report is now in order.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the citation against Moores-Batsford & Son Transfer Company and St. Johns River Line Company in reference to proper annual report of Moores-Batsford & Son Transfer Company be and the same is hereby **DISMISSED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 12th day of April 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 665,
DOCKET NO. 100-5.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: COMPLAINT AGAINST BROWN'S MOTOR
FREIGHT LINE, INC., OF JACKSONVILLE,
FLORIDA, AS TO VIOLATIONS OF THE LAW
AND THE RULES OF THE RAILROAD COMMISSION
IN ITS OPERATIONS UNDER CERTIFICATE
OF PUBLIC CONVENIENCE AND NECESSITY
NO. 91 AND EXTENSIONS THEREOF.**

1. Pursuant to citation issued under Order No. 640 dated December 29, 1933 this matter came on for consideration before the Railroad Commission on Wednesday February 7, 1934 in the hearing room of the Commission, Tallahassee, Florida.

2. The Commission having taken the testimony of all witnesses offered at said hearing, and having heard all parties desiring to be heard, took said matter under advisement.

3. This matter now coming on for further consideration upon the record made at said hearing and it appearing that there was no intentional violation of Rule 9 of the Rules and Regulations of the Railroad Commission in reference to the transportation of shipments of beer as alleged in said citation as said shipments were properly classified upon the bill of lading and manifest and that the proper amount of freight charges were demanded from the consignee and upon its failure to pay said charges suit for the undercharges was instituted against the consignee by Brown's Motor Freight Line, Inc., and subsequently collected.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the evidence introduced in this proceeding is insufficient upon which to base a conviction or to sustain the charges made against the respondent and that said citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 12th day of April 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 666,
DOCKET NO. 100-143.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN THE MATTER OF PETITION OF COLONIAL
STAGES SOUTH, INC., AND UNION BUS COM-
PANY FOR APPROVAL OF CANCELATION OF

LEASE, AND IN THE MATTER OF THE PETITION OF COLONIAL STAGES SOUTH, INC., AND COLONIAL LINES, INC., AND UNION BUS COMPANY FOR APPROVAL OF SALE BY COLONIAL STAGES SOUTH, INC., TO UNION BUS COMPANY OF CERTIFICATE NO. 62.

1. By Order No. 569 dated February 15, 1933, and recorded in Order Book D, on page 191, the Commission approved a certain Lease between COLONIAL STAGES SOUTH, INC., and UNION BUS COMPANY which said Lease provides for the taking over and the operation by the Union Bus Company of the Lease of Colonial Stages South, Inc., under authority of Certificate No. 62.

2. It now appears that Colonial Stages South, Inc., did on May 16, 1933, enter into a Contract for the transfer to Colonial Lines, Inc., of Certificate of Public Convenience and Necessity No. 62 and certain physical assets more particularly prescribed in said contract.

3. It now appears by the Petitions of the various parties hereto that Colonial Stages South, Inc., has cancelled, effective June 1, 1933, that certain Lease which was executed between it and Union Bus Company under date of January 31, 1933, and which was approved by Order No. 569, and that Colonial Stages South, Inc., and Colonial Lines, Inc., now desire to release all of their right, title and interest in and to Certificate No. 62, and all other physical assets of Colonial Stages South, Inc., and Colonial Lines, Inc., under the terms and conditions set forth in the petition on file herein under date of April 30, 1933, to Union Bus Company.

WHEREFORE IT IS CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida, after due consideration of said petition that the cancellation of that certain lease executed between Colonial Stages South, Inc., and Union Bus Company, which was approved by Order No. 569, be and the same is hereby APPROVED.

2. The Commission having taken the testimony of all witnesses offered at said hearing, and having heard all parties desiring to be heard, took said matter under advisement.

3. This matter now coming on for further consideration upon the record made at said hearing and it appearing that there was no intentional violation of Rule 9 of the Rules and Regulations of the Railroad Commission in reference to the transportation of shipments of beer as alleged in said citation as said shipments were properly classified upon the bill of lading and manifest and that the proper amount of freight charges were demanded from the consignee and upon its failure to pay said charges suit for the undercharges was instituted against the consignee by Brown's Motor Freight Line, Inc., and subsequently collected.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the evidence introduced in this proceeding is insufficient upon which to base a conviction or to sustain the charges made against the respondent and that said citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 12th day of April 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 666,
DOCKET NO. 100-143.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN THE MATTER OF PETITION OF COLONIAL
STAGES SOUTH, INC., AND UNION BUS COM-
PANY FOR APPROVAL OF CANCELATION OF

LEASE, AND IN THE MATTER OF THE PETITION OF COLONIAL STAGES SOUTH, INC., AND COLONIAL LINES, INC., AND UNION BUS COMPANY FOR APPROVAL OF SALE BY COLONIAL STAGES SOUTH, INC., TO UNION BUS COMPANY OF CERTIFICATE NO. 62.

1. By Order No. 569 dated February 15, 1933, and recorded in Order Book D, on page 191, the Commission approved a certain Lease between COLONIAL STAGES SOUTH, INC., and UNION BUS COMPANY which said Lease provides for the taking over and the operation by the Union Bus Company of the Lease of Colonial Stages South, Inc., under authority of Certificate No. 62.

2. It now appears that Colonial Stages South, Inc., did on May 16, 1933, enter into a Contract for the transfer to Colonial Lines, Inc., of Certificate of Public Convenience and Necessity No. 62 and certain physical assets more particularly prescribed in said contract.

3. It now appears by the Petitions of the various parties hereto that Colonial Stages South, Inc., has cancelled, effective June 1, 1933, that certain Lease which was executed between it and Union Bus Company under date of January 31, 1933, and which was approved by Order No. 569, and that Colonial Stages South, Inc., and Colonial Lines, Inc., now desire to release all of their right, title and interest in and to Certificate No. 62, and all other physical assets of Colonial Stages South, Inc., and Colonial Lines, Inc., under the terms and conditions set forth in the petition on file herein under date of April 30, 1933, to Union Bus Company.

WHEREFORE IT IS CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida, after due consideration of said petition that the cancellation of that certain lease executed between Colonial Stages South, Inc., and Union Bus Company, which was approved by Order No. 569, be and the same is hereby APPROVED.

It is further ORDERED, that the transfer of Colonial Inc., by Colonial Stages South, Inc., effective June 1, 1933, of Certificate No. 62, and certain physical assets as described in that certain contract between said parties executed under date of May 16, 1933, attached to the petition as Exhibit "A," be and the same is also APPROVED.

It is further ORDERED that the agreement made and entered into by and between Colonial Stages South, Inc., Colonial Lines, Inc., and Union Bus Company by which Certificate of Public Convenience and Necessity No. 62, be actually transferred to Union Bus Company under the terms and conditions as set forth in the contract, executed by said parties, dated 30th day of April, 1934, and attached to petition as Exhibit "B," and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 14th day of June 1934.

W. B. DOUGLASS,
Acting Chairman.

ORDER NO. 667,
DOCKET NO. 1199.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN THE MATTER OF THE ADJUSTMENT OF
RATES OF CERTIFICATED COMMON CARRIER
TRUCK LINES BETWEEN TAMPA AND ST. PET-
ERSBURG, FLORIDA.

Pursuant to Notice No. 468, dated May 4th, 1934, the matter of the petition of Bee Line Transfer asking that Order No. 639, dated Dec. 28, 1933, naming rates between Tampa, Florida and St. Petersburg, Florida, the effective date of which Order was indefinitely postponed by Circular issued January 15, 1934, be made

effective on short notice, came on for hearing before the Railroad Commission of the State of Florida, at 10 o'clock A. M., on May 24th, 1934, at Tallahassee, Florida and then and there appeared the following:

A. Y. Milam and Sidney Allen, representing Central Truck Line; Clifford T. Inglis and Timothy Goodall, representing Bee Line Transfer, and E. J. Cosgrove, Jr., representing the City of St. Petersburg.

All parties desiring to be heard were fully heard under oath, and the Commissioners took the said matter under advisement, and now on this date the said matter coming on for further and final consideration and the Railroad Commissioners of the State of Florida, having considered all of the evidence adduced at said hearing and being fully advised in the premises, do FIND and ORDER as follows:

It is FOUND and ORDERED that the petition of Bee Line Transfer, as referred to above, be and it is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at their office in the City of Tallahassee, Florida, this 3rd day of July 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 668,
DOCKET NO. 100-138.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: DOCKET NO. 100-138—APPLICATION OF
ST. ANDREWS BAY TRANSPORTATION COM-
PANY, PANAMA CITY, FLORIDA, FOR AN EX-
TENSION OF ITS CERTIFICATE TO OPERATE
PASSENGER AND FREIGHT SERVICE OVER
STATE HIGHWAY NO. 10, PANAMA CITY TO

NAVARRE, THENCE OVER HIGHWAY NO. 53 TO PENSACOLA; AND OVER ROAD NO. 115 FROM ITS INTERSECTION WITH NO. 10, TO CAMP WALTON.

IN RE: DOCKET NO. 100-60—APPLICATION OF PITTMAN TRUCK LINE, PENSACOLA, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE TO OPERATE A FREIGHT SERVICE OVER ROAD NO. 54 FROM CRESTVIEW TO NICEVILLE AND THENCE OVER ROAD NO. 10, TO PANAMA CITY.

IN RE: DOCKET NO. 256—APPLICATION OF VAN HORN TRANSPORTATION COMPANY, PANAMA CITY, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO ENGAGE IN THE TRANSPORTATION OF FREIGHT AND PASSENGERS OVER STATE HIGHWAYS NOS. 10, 1 AND 53, FROM PANAMA CITY TO PENSACOLA.

IN RE: DOCKET NO. 258—APPLICATION OF JOE W. WILLIAMS, CHIPLEY, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT PASSENGERS AND FREIGHT FROM PENSACOLA TO PANAMA CITY OVER ROADS NOS. 53 AND 10.

1. Pursuant to Notice No. 469 dated May 7, 1934, these matters came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on May 21st and 22nd, 1934, and then and there appeared the following:

For the applicant St. Andrews Bay Transportation Company, Arthur G. Powell, Tom Sale, W. J. Oven, J. A. Streyer and W. A. Olliff.

For the applicant Pittman Truck Line, Mathis & Mathis, L. C. Crofton.

For the applicant Van Horn Transportation Company, P. A. Roll.

Joe W. Williams representing himself.

F. B. Langley representing Atlantic Coast Line Railroad Company.

Frank S. Griffin and Joseph G. Kerr representing Louisville & Nashville Railroad Company.

2. This cause came on further to be heard on the record made at the hearings on May 21st and 22nd, 1934, and it appearing that all parties entitled to notice and to be heard have had such notice and hearing, and the Railroad Commission being fully advised in the premises, and having made findings and reached conclusions as expressed in its opinion this date filed in this cause and made a part of this order, thereupon makes the following order, that is to say:

I.

The applications of Pittman Truck Line, Van Horn Transportation Company and Joe W. Williams for authority to operate over highways Nos. 10, 54, 1 and 53, more fully described in the opinion attached hereto, be and the same are hereby DENIED.

II.

That the application of the St. Andrews Bay Transportation Company for an extension of its Certificate to operate passenger and freight service over State Highway No. 10, from Panama City to Navarre, thence over Highway No. 53 to Pensacola ;and over Highway No. 115 from its intersection with Road No. 10 to Camp Walton and thence to Pensacola, be and the same is hereby GRANTED; Provided, that the gross load transported in its passenger and freight vehicles shall not exceed 12,500 pounds, and that both passenger and freight operations shall begin within ten (10) days from the date of this order.

It is further ORDERED that the St. Andrews Bay Transportation Company shall within ten (10) days from the date of this order file with this Commission complete schedules for its passenger and freight service worked out on the following basis:

PASSENGER SCHEDULE

Lv. Panama City 8:30 A.M. Ar. Pensacola 12:30 P.M.
Lv. Pensacola 3:30 P.M. Ar. Panama City 7:30 P.M.

FREIGHT SCHEDULE

MONDAYS AND THURSDAYS

Lv. Panama City 10:00 A.M. Ar. Pensacola 3:00 P.M.

TUESDAYS AND FRIDAYS

Lv. Pensacola 10:00 A.M. Ar. Panama City 3:00 P.M.

It is further ORDERED that this cause shall remain open on the docket, and jurisdiction be retained for such changes or further order in the promises as the Commission shall deem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 2nd day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

OPINION

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

DOCKET NO. 100-138—APPLICATION OF ST. ANDREWS BAY TRANSPORTATION COMPANY, PANAMA CITY, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE TO OPERATE PASSENGER AND FREIGHT SERVICE OVER STATE HIGHWAY NO. 10, PANAMA CITY TO NA-

VARRE, THENCE OVER HIGHWAY NO. 53 TO PENSACOLA; AND OVER ROAD NO. 115 FROM ITS INTERSECTION WITH ROAD NO. 10 TO CAMP WALTON.

DOCKET NO. 100-60—APPLICATION OF PITTMAN TRUCK LINE, PENSACOLA, FLORIDA, FOR AN EXTENSION OF CERTIFICATE TO OPERATE A FREIGHT SERVICE OVER ROAD NO. 54 FROM CRESTVIEW TO NICEVILLE AND THENCE OVER ROAD NO. 10, TO PANAMA CITY.

DOCKET NO. 256—APPLICATION OF VAN HORN TRANSPORTATION COMPANY, PANAMA CITY, FLORIDA FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO ENGAGE IN THE TRANSPORTATION OF FREIGHT AND PASSENGERS OVER STATE HIGHWAYS NOS. 10, 1, AND 53 FROM PANAMA CITY TO PENSACOLA.

DOCKET NO. 258—APPLICATION OF JOE W. WILLIAMS, CHIPLEY, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT PASSENGERS AND FREIGHT FROM PENSACOLA TO PANAMA CITY OVER ROADS NOS. 53 AND 10.

In view of the fact that all of these applications contemplate the transportation of passengers and/or freight over practically the same roads and between the same points, the causes were consolidated and heard at one time and one record was made which should be applicable to each of the applications.

The Louisville & Nashville Railroad Company was present by its representative and opposed the granting of any of the applications.

The St. Andrews Bay Transportation Company is owned by the Atlanta & St. Andrews Bay Railway

Company. The St. Andrews Bay Transportation Company is operating a bus service from Panama City through Cottdale to Dothan, Alabama. Both the Atlanta & St. Andrews Bay Railway Company and the St. Andrews Bay Transportation Company connect with the Louisville & Nashville Railroad Company at Cottdale, Florida. The St. Andrews Bay Transportation Company now propose that its present Certificate of Public Convenience and Necessity be extended so as to permit it to transport both passengers and freight in busses and in trucks from Panama City over road No. 10, serving West Bay, Ebro, Bruce, Freeport, Niceville, Camp Walton and Navarre, and thence from Navarre over Road No. 53 to Pensacola. It also proposes to operate over road No. 115 which runs along the gulf from its intersection with road No. 10 to Camp Walton where it again intersects road No. 10. The distance by railroad from Pensacola to Panama City is 178 miles. The distance by highways Nos. 53 and 10 into Panama City, is 119 miles, and the highway distance using roads Nos. 53 and 115 is approximately 97 miles between Pensacola and Panama City.

The Pittman Truck Line is also a certificated common carrier by motor vehicle under the Railroad Commission transporting freight between Pensacola and Chattahoochee. Its present application is for authority to permit it to operate from Pensacola to Panama City by leaving Highway No. 1 at Crestview, thence operating over Highway No. 54 to Niceville, and thence over Highway No. 10 into Panama City, serving practically the same points on road No. 10, which the St. Andrews Bay Transportation Company propose to serve.

The application of Van Horn Transportation Company is for an original Certificate of Public Convenience and Necessity permitting it to transport passengers and freight between Panama City and Pensacola using Highway No. 10 from Panama City to Camp Walton, and thence into Milton and from Milton over highway No. 1 into Pensacola; and also an alternative route from Camp Walton over road No. 53 into Pensacola. The operation from Milton into Pensacola will be with closed doors.

The application of Joe W. Williams of Chipley is for an original Certificate of Public Convenience and Necessity to transport passengers and freight from Panama City into Pensacola over highways Nos. 10 and 53.

The Louisville & Nashville Railroad Company operates approximately 240 to 250 miles of railroad in the State of Florida. It operates a line from Pensacola, Florida, to River Junction, Florida, and that line has been in existence since the year 1883, having been originally constructed under the name of Pensacola and Atlanta Railroad Company. This line connects at Cottdale, Florida, with the Atlanta & St. Andrews Bay Railway which operates from Dothan, Alabama to Panama City, Florida. Through this connection passengers and freight between Pensacola and Panama City, and stations intermediate, are taken care of. Two freight trains are operated between Pensacola and Cottdale and a package car is operated from Pensacola to Panama City via Cottdale, and the testimony is that in the event of the granting of all of these applications, and especially that part which provides for the transportation of freight, it will oblige the Louisville & Nashville railroad to cease the operation of its package car. In addition to this through package car service between Pensacola and Panama City, express service is also operated on the passenger trains. The passenger train handling this express service leaves Pensacola early in the morning and arrives at Panama City shortly after 1 o'clock P. M.

In addition to the rail service Pittman Truck Line operates a motor freight service between Pensacola, Florida, over highway No. 1 to Chattahoochee, passing through Milton and Cottdale. The St. Andrews Bay Transportation Company also operates a freight and passenger service between Dothan, Alabama, and Panama City, also passing through Cottdale.

Insofar as transportation facilities along the line of the Louisville & Nashville Railroad Company over Highway No. 1 and Highway No. 20, from Cottdale to Panama City is concerned, it seems to the Commission that this territory is adequately served and no

public convenience and necessity exists for further service.

It remains to be considered whether the territory surrounding roads 10, 54 and 53 can be adequately served by existing facilities, or whether public convenience and necessity requires additional facilities.

The testimony indicates that while the territory served by these highways is thinly populated that there is no motor vehicle passenger nor freight service available to the people who live along these highways, and that public convenience and necessity requires some service along these highways which have been recently opened.

However, the record shows that the highways over which it is contemplated to operate this service have been very recently constructed, are a very light type and very cheap type of pavement. Road No. 10, going west from Panama City to Hathaway Bridge, is constructed of eight inch Marion lime-rock base with a surface treatment. From that point to West Bay is a six inch mixed-in-place asphalt and from West Bay, a distance of 10 or 12 miles, the road is unpaved. From that point on to Freeport the road is about eighty to ninety per cent completed, and from Freeport to Bolton it is a sand asphalt mixed-in-place surface. Road No. 53 from its junction with road No. 10 into Pensacola is also sand asphalt mixed-in-place six inches thick and 20 feet wide. Road No. 54 from Crestview south to Niceville is a sand clay base with a retread consisting of about 100 pounds of gravel mixed-in-place on the retread. Road No. 115 from Camp Walton to the junction of road No. 10, is still under construction and will probably be sometime before it is completed. This is a Federal project and the Road Department is now constructing all of the projects for which it has government funds and it cannot complete the missing gaps on Road No. 115 until Federal funds are available.

From the testimony of the Highway Engineer it appears that this method of building roads is more or less experimental, and it cannot be said with certainty as to the strength or durability of such roads

under traffic. That in any event the operation of heavy busses or trucks carrying a gross load of 20,000 pounds would, at this time, be destructive of the roads, and that until the roads harden and the experiment turns out to be successful, the roads would not be able to withstand a gross load of more than 12,500 pounds.

There are four applicants before the Commission seeking authority to operate over these roads. Two of these applicants seek new and original certificates. The other two might be said to be operating within the territory sought to be served, and are seeking extensions of their Certificates for this purpose.

The law requires that when an application is made to operate as a common carrier in a territory already served by a Certificate holder the Commission shall grant the same only when a Certificate holder or holders "serving such territory" fail or refuse to provide service. At least the spirit of the law would prohibit the Commission granting new Certificates for this service, and therefore, this would eliminate from further consideration the applications of those two applicants who are seeking new and original certificates.

As to the two remaining applicants — Pittman Truck Line does not run into Panama City, nor does it seek authority to transport passengers. The granting of its application would enable it to directly compete with the St. Andrews Bay Transportation Company, which already operates into Panama City, and would serve Panama City and vicinity that is now already adequately served by rail and motor vehicle transportation. In addition to this, it is the opinion of the Commission that the highways are not now in such condition as to warrant the operation over them of motor vehicles transporting a gross load as is now permitted common carriers by truck, and it would be necessary for Pittman Truck Line either to transfer its freight destined for Panama City at Crestview to a lighter truck, or it would be necessary to often unload at Crestview its regular truck in order to comply with the regulations which the Commission proposes to place upon the gross weight of the truck it permits to operate over these roads. In addition to this, the

St. Andrews Bay Transportation Company proposes to give shippers the advantage of the short mileage that results from operation over road No. 115, whether or not its vehicles are operating over said road No. 115.

Another consideration influencing the Commission is that such passengers and freight originating at Panama City to be transported to Pensacola and intermediate points will be diverted from the St. Andrews Bay Transportation Company which now operates both rail and motor vehicle service into Panama City, and the spirit of the law, if not its letter, requires that it be given this new and additional service.

Therefore, it is the opinion of this Commission that the application of the St. Andrews Bay Transportation Company should be granted with a limitations upon both trucks and busses of a gross load not exceeding 12,500 pounds, without prejudice to such applicant to make application for an increase after the highways shall have been completed and upon competent evidence that such highways will sustain a greater gross load.

It is the further opinion that the applications of Pittman Truck Line, Van Horn Transportation Company and Joe W. Williams should be denied.

An appropriate order will be issued.

FLORIDA RAILROAD COMMISSION,
By EUGENE S. MATTHEWS,
Chairman.

Dated at Tallahassee, Fla., August 2, 1934.

**ORDER NO. 669,
DOCKET NO. 232.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF BENTON BROTHERS
TRANSFER & STORAGE COMPANY OF SAVAN-**

NAH, GEORGIA, FOR A PERMIT TO ENGAGE IN THE TRANSPORTATION OF UNCRATED HOUSEHOLD GOODS UNDER THE PROVISIONS OF RULE NO. 59.

1. Pursuant to Notice No. 463 dated October 14, 1933, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on October 25, 1933.

2. When the case was called no one appeared for the applicant.

3. It further appears that the application was for a permit but applicant desired to engage in transportation interstate of uncrated furniture and household goods, and the Commission being of the opinion that an interstate carrier could not qualify under Rule 59 to transport property interstate:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application for permit be and the same is hereby DISMISSED without prejudice to the applicant filing a proper application for a Certificate of Public Convenience and Necessity.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this the 26th day of July 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 670,
DOCKET NO. 225.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF W. M. WHITE STEEL
CONSTRUCTION COMPANY OF ST. PETERS-

**BURG, FLORIDA, FOR A PERMIT TO OPERATE
AS AN AUTO TRANSPORTATION COMPANY
TRANSPORTING STRUCTURAL STEEL.**

1. Pursuant to Notice No. 458 dated July 31, 1933, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on August 15, 1933.

APPEARANCES:

For the applicant, W. M. White.

For the protestants, B. C. Stanley and W. L. Stanley representing S. A. L. Railway Company; F. B. Langley and George A. K. Sutton representing A. C. L. Railroad Company; W. A. Olliff representing Atlanta & St. Andrews Bay Railroad Company; J. B. L'Engle representing the receivers of the F. E. C. Railway.

2. Upon further consideration of the record made at the hearing of August 15, 1933, the Commission granted the Permit limited to the transportation of structural steel intrastate only to the location of buildings being erected at points not served by rail or other motor carriers and conditioned the granting of such application upon the applicant making a deposit of \$25 as a guarantee of payment of the mileage tax, and the further sum of 50c for Commission number plate, and filing the necessary liability and property damage insurance.

3. It now appearing that the applicant has not complied with the conditions above set forth, and upon further consideration of this matter, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application be and the same is hereby **DISMISSED** for failure to comply with the above conditions upon which the same was ordered granted.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in

the city of Tallahassee, Florida, this 28th day of July 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 671,
DOCKET NO. 10-143—UNION BUS COMPANY,
DOCKET NO. 100-121—FLORIDA MOTOR LINES,
INC.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: PASSENGER FARES BETWEEN TAMPA
AND ST. PETERSBURG, FLORIDA.

1. Pursuant to Notice No. 472, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on July 19, 1934.

APPEARANCES:

E. J. Cosgrove, Jr., representing the city of St. Petersburg, Florida.

A. Y. Milam, representing the respondents.

2. The respondents, Union Bus Company and Florida Motor Lines, Inc., through their counsel filed answer to the notice and citation in the above matter, and considerable testimony was taken on the questions involved. During the hearing the question of the fares and charges of the bus companies throughout the State was injected into the case and the Commission determined to continue further hearing of this matter until Tuesday, August 7, 1934, for the purpose of investigating the fares and charges of bus lines operating in the State and the mileage to which such fares and charges are applied. Notice to this effect was mailed to all of the bus companies operating in the State of Florida.

3. It now appears that the bus companies desire a further postponement of this hearing in order that

they may be better prepared to give the Commission information sought, and for the further reason that it is alleged that the Interstate Commerce Commission has instituted an investigation into the subject of passenger fares maintained by all common carrier railroads subject to the Interstate Commerce Act, and into the present experimental passenger fares now being charged by said railroads, and that the matter of prescribing compensatory passenger fares for bus companies operating in this State should not be gone into until the passenger fares for the railroads have been fully determined by the Interstate Commerce Commission.

4. In view of the motion by the bus lines for continuance of the general investigation into the passenger fares of all bus lines operating in this State, the Commission is of opinion that it should prescribe reasonable passenger fares for application as between St. Petersburg and Tampa and intermediate points.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the following one-way passenger fares are hereby prescribed and adopted by the Railroad Commission of the State of Florida to be applied by the bus companies between the following points:

BETWEEN

**ST. PETERSBURG
AND**

North St. Petersburg .....	.25c
Rio Vista .....	.25c
Kennel Club .....	.25c
Sunset Park .....	.55c
Tampa .....	.65c

It is further **ORDERED** that this order shall be and become effective within five (5) days from the date hereof, and that Union Bus Company and Florida Motor Lines, Inc., shall file with this Commission their tariffs showing such passenger fares.

It is further **ORDERED** that the further consideration of the present fares and charges of bus lines

operating in this State, the investigation of which has been by Notice No. 474 dated July 23, 1934, set for hearing on August 7, 1934, be and the same is hereby POSTPONED until the further order of this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the city of Tallahassee, Florida, this 2nd day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 672,
DOCKET NO. 231.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF F. G. RAWSON OF HASTINGS, FLORIDA, FOR A PERMIT TO OPERATE A ONE AND ONE-HALF TON CHEVROLET TRUCK HAULING FERTILIZER AND OTHER FARM SUPPLIES FROM THE RAILROAD STATIONS AND BOAT LINE DOCKS TO FARMERS IN AND NEAR HASTINGS.

1. Pursuant to Notice this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on October 5, 1933.

F. G. Rawson appeared for the applicant.

2. Upon consideration of the record made in this cause this Commission did on March 9, 1933 grant the within application for a Permit upon condition that the applicant make a deposit of \$25.00 as a guarantee for payment of mileage tax, pay the sum of 50c for Commission number plate and file with this Commission liability and property damage insurance in accordance with the law and the rules of this Commission.

3. Upon further consideration of this matter it now appears that these conditions have not been complied with by the applicant.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application for such Permit be and the same is hereby **DISMISSED**, and the said applicant is directed to cease and desist any operations he may have started under such Permit.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the city of Tallahassee, Florida, this 28th day of July 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 673,
DOCKET NO. 257.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF AMERICAN STORAGE
& MOVING COMPANY OF PHILADELPHIA, PA.,
FOR A CERTIFICATE OF PUBLIC CONVENI-
ENCE AND NECESSITY TO TRANSPORT
HOUSEHOLD GOODS, OFFICE FURNITURE AND
EQUIPMENT INTERSTATE ONLY.**

1. Pursuant to Notice No. 469 dated May 7, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida, at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on May 22nd, 1934.

E. S. Palmer appeared for the applicant.

2. It appears from the evidence adduced at this hearing that the applicant is engaged in the general business of long distance hauling of uncrated household goods; that it is a Delaware corporation and quali-

fied to operate in Pennsylvania, Missouri, Illinois, Georgia and other States. That it has not received a Permit from the Secretary of the State of Florida authorizing it to do business in the State of Florida; that it does not propose to confine its operations to the State of Pennsylvania only, that is bringing loads of household goods into the State of Florida from Pennsylvania and transporting loads from Florida back to back to Pennsylvania, but it desires a Certificate authorizing it to come into Florida from any State in the Union from which it might secure a load and to transport loads of furniture out of the State of Florida to any destination in any of the States.

3. The Commission finds upon this evidence that Public Convenience and Necessity does not require that it grant this application.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of American Storage & Moving Company of Philadelphia, Pennsylvania, be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 11th day of July 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 674,
DOCKET NO. 164,

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: PROPOSED AMENDMENT TO RULE NO. 3,
GOVERNING ENDORSEMENTS ATTACHED TO
INSURANCE POLICIES FILED WITH THIS COM-
MISSION.

1. Pursuant to Notice No. 473 dated July 10, 1934, this matter came on for hearing before the Rail-

road Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on July 25, 1934.

2. No one appeared to give testimony in reference to the proposed change.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that this matter in reference to amended Rule No. 3, be and the same is hereby **DISMISSED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 25th day of July 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 675,
DOCKET NO. 100-62.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: COMPLAINT AGAINST C. & H. TRANSFER
COMPANY OF FORT LAUDERDALE, FLORIDA,
OPERATING UNDER CERTIFICATE NO. 147, AS
TO VIOLATIONS OF THE LAW AND THE
TERMS AND CONDITIONS OF ITS SAID CERTI-
FICATE.**

1. Pursuant to Citation dated January 19, 1934, and recorded in Order Book "E" on pages 1 to 3, this matter was set down for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on February 6, 1934.

2. The defendant, through its counsel, waived arraignment and entered a plea of guilty to the charges as set out in said citation and plead in mitigation of its said offense that it interpreted its Cer-

tificate to authorize it to make transportation of the the heavy machinery as set out in said citation, and it did not intend to violate the provisions of its Certificate or the rules or regulations of this Commission.

3. The Commission having considered all matters in connection with this citation, and the plea of guilty as entered by the defendant:

It is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the C. & H. Transfer Company is guilty as charged in said citation and has incurred penalties for such violations which penalties are hereby fixed as follows:

(1) PAYMENT TO THE STATE TREASURER, TALLAHASSEE, FLA., THE SUM OF TEN DOLLARS (\$10.00) AS A FINE.

(2) UPON FAILURE TO PAY SUCH FINE AS HEREIN IMPOSED SUSPENSION OF ALL OPERATIONS OVER THE HIGHWAYS OF THE STATE OF FLORIDA UNDER AUTHORITY OF THIS COMMISSION FOR A PERIOD OF THIRTY (30) DAYS.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 7th day of July 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 676,
DOCKET NO. 100-123.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF GULF COAST MOTOR
LINES, INC., OF CLEARWATER, FLORIDA, TO
CHANGE ITS PRESENT ROUTING FROM TAM-
PA VIA TARPON SPRINGS TO CLEARWATER
TO A ROUTE OVER THE NEW CAUSEWAY
ACROSS TAMPA BAY VIA TAMPA, MEMORIAL
HIGHWAY; TAMPA TO CLEARWATER CAUSE-
WAY, PINELLAS COUNTY ROAD NO. 29 TO
CLEARWATER BEACH.**

1. Pursuant to Notice No. 473, this matter was set down for hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on July 25, 1934. No one appeared on behalf of the applicant and the matter was postponed until the regular hearing of August 8, 1934.

2. On August 8, 1934 Mr. A. D. Hartsell, Secretary-Treasurer and General Manager of Gulf Coast Motor Line, Inc., appeared and testified in behalf of the application. It appears that Causeway has been constructed across Old Tampa Bay between Tampa and Clearwater and the applicant desires to change its route and schedule so as to use such causeway. It appears from the testimony that this change in routing will reduce the mileage between five and six miles and enable the applicant to render service to communities not being served and to render such services more expeditiously and at cheaper rates. The Commission finds that public convenience and necessity requires the granting of this application.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Gulf Coast Motor Line, Inc., to change its route and schedule as between Clearwater and Tampa and intermediate points be and the same is hereby granted, and the said Gulf Coast Motor Line, Inc., is authorized to operate under the

following schedule and to apply rates as shown on its tariff filed with the application:

STATIONS	EASTBOUND READ DOWN			WESTBOUND READ UP		
	AM	PM	PM	AM	PM	PM
Tarpon Spring	6:35	—	5:35	9:10	—	8:10
Palm Harbor	6:45	—	5:45	9:00	—	8:00
Dunedin	6:55	—	5:55	8:50	—	7:50
Clearwater	7:05	12:20	6:05	8:40	12:10	7:40
West entrance Causeway	7:15	12:30	6:15	8:30	12:00	7:30
East end Causeway	7:30	12:45	6:30	8:15	11:45	7:15
Tampa	7:45	1:00	6:45	8:00	11:30	7:00
	AM	PM	PM	AM	AM	PM

	EASTBOUND READ DOWN	WESTBOUND READ UP
	AM	PM
Tarpon Springs	10:00	5:30
Tampa Shores	10:25	5:05
Rocky Point	10:35	4:55
Tampa	10:50	4:40
	AM	PM

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 10th day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 677,
DOCKET NO. 100-111.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF JOHN E. WITHERS
TRANSFER & STORAGE COMPANY OF MIAMI,
FLORIDA, FOR EXTENSION OF ITS CERTIFI-

**CATE TO INCLUDE THE TRANSPORTATION OF
HOUSEHOLD GOODS IN LIFTING VANS.**

1. Pursuant to Notice No. 472 dated July 3, 1934, this matter came on for hearing before the Railroad Commission at its Hearing Room, Tallahassee, Florida, on Wednesday, July 18, 1934.

2. It appears that the applicant is now operating under Certificate No. 118 dated May 19, 1930 authorizing it to transport household goods and furniture, and that by Order No. 203, dated September 4, 1930 said Certificate was extended to include the hauling of race horses and polo ponies from Hialeah and Miami Beach to and from Pompano, Lake Worth, Palm Beach and West Palm Beach. It further appears that by Order No. 401 dated November 14, 1931, its Certificate No. 118 was further extended to cover the hauling of race horses and polo ponies to and from Hialeah, Coral Gables and Miami Beach and to and from railroad stations to the race tracks and polo grounds. It now appears that uncrated household goods are often shipped in what is known as lifting vans from northern points to Miami by boat destined for Palm Beach and other cities beyond the limits of Miami, and many of these lifting vans are shipped in care of the applicant. That the applicant desires its certificate extended so as to enable it to handle such shipments. It further appears that these lifting vans are cumbersome and bulky and could not be handled by the rail carriers except upon flat cars, and that shipment by such means is seldom, if ever, made as it would be hazardous to the furniture to ship it by this method, and it further appears that there is no other furniture hauler at Miami performing this service.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of John E. Withers Transfer & Storage Company for an extension of its Certificate to include the transportation of household goods in lifting vans from Miami to the various points in the State of Florida to which such furniture is shipped be and the same is hereby **GRANTED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 31st day of July 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 678,
DOCKET NO. 100-103.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF RIDGEWAY TRANSFER COMPANY, INC., OF DAYTONA BEACH, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 129 TO INCLUDE THE HAULING OF HEAVY MACHINERY, SUCH AS BOILERS AND SAW-MILL EQUIPMENT.

1. Pursuant to Notice No. 469 dated May 7, 1934, this matter was set down for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on May 21, 1934. At this time no one appeared for the applicant and the hearing on the application was continued until the next regular hearing. Thereupon by Notice No. 472 dated July 3, 1934, this application came on for hearing before the Railroad Commission at its Hearing Room, Tallahassee, Florida, on July 17, 1934.

APPEARANCES:

Louis Ossinsky of the firm of Horn & Ossinsky for the applicant.

B. N. Brunson and Russel L. Frink appeared for Florida East Coast Railway.

2. It appears that by Order No. 202 dated September 4, 1930, Certificate of Public Convenience and

Necessity was ordered issued to Ridgeway Transfer Company, Inc., authorizing it to operate in freight service transporting household goods, store and office fixtures out of Daytona Beach to all points in the State of Florida over the various public highways of said State. It now appears that the applicant often is solicited to transport bulky articles such as large pipe, boilers, water tanks and other heavy machinery from points off the railroad and the highways and desires its Certificate extended so that it might make such movements. That as a general thing these articles would not be shipped over the railways as it requires several handlings but would be shipped by private trucks, and that the granting of this Certificate would not interfere seriously with the operations of the rail carriers nor of the common carriers by motor vehicle.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Ridgeway Transfer Company, Inc., for an extension of its Certificate to permit it to engage in the transportation of pipe, boilers, water tanks, sawmill equipment and other machinery from Daytona Beach, Florida, and other points in and around this community not served by other certificate holders to points in the State of Florida, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 31st day of July 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 679,
DOCKET NO. 100-143.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF UNION BUS COMPANY
OF JACKSONVILLE, FLORIDA, TO DISCONTIN-

UE AND ABANDON ITS OPERATIONS BETWEEN GAINESVILLE AND CEDAR KEY, FLORIDA OVER HIGHWAY NO. 13.

1. Pursuant to Notice No. 469 dated May 7, 1934, this matter came on for hearing before the Railroad Commission at its Hearing Room, Tallahassee, Florida, on May 22, 1934.

APPEARANCES:

For applicant—W. J. Oven.

For protestants—T. R. Hodges.

After some discussion both applicant and protestants agreed to a continuance of this hearing until the regular hearing date in July.

2. This matter, thereupon came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on July 17, 1934, pursuant to Notice No. 472 dated July 3, 1934.

There appeared for the applicant Claude Pepper and J. A. Whiting. No one appeared for the protestants.

3. It appears from the evidence that the Union Bus Company operates one round trip every day, except Sunday, with a combination passenger and express bus. That such service has been in effect since July 8, 1932. That the Seobard Air Line Railway Company formerly operated a rail service into Cedar Key but on July 7, 1932 it abandoned all service between Archer and Cedar Key by authority of the Interstate Commerce Commission. That it is fifty-seven miles from Gainesville to Cedar Key and that the round trip operation every day is 114 miles. That the out-of-pocket expense for this operation shows a fixed daily cost of \$14.32 or 13.5c per mile. That the revenue statement for the five months, including the last two months in 1933, and the first three months in 1934,

showed a gross revenue of 8c per mile; and that another revenue statement for April and May of 1934 showed a gross revenue of 9.2c per mile. These revenue figures indicate that the bus company is operating at a loss of \$4.56 per day in actual out-of-pocket expenses. These figures indicate that this operation between Gainesville and Cedar Key is not being patronized by the people of the community and that no public convenience and necessity is shown for the continuance of such operation.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that public convenience and necessity permits the discontinuance and abandonment of the operation of Union Bus Company between Gainesville, Florida, and Cedar Key, Florida, over State Road No. 13, and that the application of Union Bus Company to discontinue such operation be and the same is hereby APPROVED, effective August 20, 1934.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 10th day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 680,
DOCKET NO. 100-10.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: PETITION OF ST. JOHNS RIVER LINE
COMPANY FOR AUTHORITY TO OPERATE
FREIGHT TRUCKS IN BOTH DIRECTIONS ON
STATE HIGHWAY NO. 21, BETWEEN DeLAND,
DeLAND LANDING AND DAYTONA BEACH
UNDER AUTHORITY OF CERTIFICATE NO. 100
PURCHASED FROM MOORES-BATSFORD &
SON TRANSFER COMPANY.

1. Pursuant to Notice No. 472 dated July 3, 1934, this matter came on for hearing before the Railroad Commission at its Hearing Room, Tallahassee, Florida, on July 18, 1934.

For the applicant—J. A. Bliss.

For protestants—Geo. A. K. Sutton and F. B. Langley for A. C. L. Railroad Company; Russell L. Frink and B. N. Brunson representing F. E. C. Railway; Claude Pepper representing L. & L. Freight Lines and Coast to Coast System.

2. It appears from the record in this case that Moores-Batsford & Son Transfer Company under Certificate of Public Convenience and Necessity No. 100 operated from DeLand to DeLand Landing (known as Crows Bluff) and to Daytona Beach over Highway No. 21. That upon application for the transfer of its Certificate to St. Johns River Line Company this Commission by its Order No. 616 dated September 14, 1933, and recorded in Order Book "D" on pages 373-375, limited the right of Moores-Batsford & Son Transfer Company, under such Certificate No. 100, to operate from DeLand to DeLand Landing and to Daytona Beach over Highway No. 21, in connection with the boat line and to make deliveries to these points from the boat line but to make no deliveries from these points to the boat line, and transferred such rights to the St. Johns River Line Company.

The St. Johns River Line Company has now applied to this Commission to reopen this proceeding and to modify said Order No. 616 to permit the St. Johns River Line Company to operate freight service in both directions between said points over Highway No. 21, or in the alternative to treat said petition as an original application to operate in both directions over said highway. The evidence tends to show that long prior to the date of Order No. 616, Moores-Batsford & Son Transfer Company were operating in both directions over Highway No. 21 as between DeLand, DeLand Landing and Daytona Beach. That when it made its original application and the same was granted by Order No. 107 dated March 6, 1930, Moores-Batsford

& Son Transfer Company were limited to operations of emergency and necessity from DeLand to the points named in said application and the applicant was not permitted to make any return loads from these points. That the applicant did not insist on this operation in both directions as a matter of right when it applied for its original Certificate and is now estopped from setting up such matter of right. The Commission, therefore, finds that public convenience and necessity must be shown by the applicant, St. Johns River Line Company, for such operation.

It appears from the evidence that when shipments are made by boat from Jacksonville to DeLand or Daytona Beach via DeLand Landing that such shipments are in containers, which, when empty, are to be returned over the same route. It appears further that there has been a great many shipments of citrus fruit which moved over the Moors-Batsford route to be loaded at DeLand Landing. That is to say, that there are many L. C. L. shipments of fruit originating at DeLand to be shipped to Jacksonville and points beyond by boat to be loaded at DeLand Landing. That frequently Order Notify shipments are shipped from Jacksonville by boat to DeLand Landing destined for DeLand and Daytona Beach and if said shipments are refused such shipments would have to be returned over the same route. That two trucks are now assigned to the operation of meeting the boats at DeLand Landing and deliver shipments to DeLand and Daytona Beach, and that said trucks are now required to return empty to the boatside even though shipments are offered from such points. The record shows that the St. Johns River Line Company has been paying mileage taxes over the operation in both directions. That the applicant St. Johns River Line Company now operates under authority of this Commission a truck service from Sanford to Jacksonville via DeLand and Daytona Beach, and that the main purpose of the present application is to authorize it to operate between DeLand Landing and DeLand and return. That public convenience and necessity requires the granting of this application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State

of Florida that the St. Johns River Line Company be, and it is hereby authorized under authority of Certificate No. 100, transferred to it by Moores-Batsford & Son Transfer Company, to operate freight trucks in both directions on State Highway No. 21 between DeLand, DeLand Landing and Daytona Beach, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 10th day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

CITATION

ORDER NO. 681,
DOCKET NO. 214.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: COMPLAINT AGAINST THE AERO MAYFLOWER TRANSIT COMPANY, 915 DALY STREET, INDIANAPOLIS, INC., FOR VIOLATION OF THE TERMS AND CONDITIONS OF ITS PERMIT NO. 147 AND OF RULE NO. 59.

1. Pursuant to Citation dated July 11, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, August 8, 1934.

APPEARANCES:

Sam A. Millner appeared for Rapid Moving & Storage Company, complainant.

Sinclair Wells and Bernside Smith appeared for Aero Mayflower Transit Company, the respondent.

2. A full hearing was had in this matter and all parties desiring to testify were fully heard and the Commission having carefully considered the evidence taken and transcribed at said hearing is of the opinion that such evidence is not sufficient to sustain any of the charges of the Citation.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Citation issued against the said Aero Mayflower Transit Company charging it with wilful violations of the terms and condition of its said Permit and violations of Rule No. 59, of this Commission, be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 16th day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 682,
DOCKET NO. 233.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF ACME FREIGHT LINES,
INC., OF JACKSONVILLE, FLORIDA, FOR EX-
TENSION OF ITS CERTIFICATE OF CONVENI-
ENCE AND NECESSITY NO. 185 TO USE HIGH-
WAY NO. 4, FROM JACKSONVILLE TO GEOR-
GIA STATE LINE.

1. Pursuant to Notice No. 472 dated July 3, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on July 17, 1934.

APPEARANCES:

For applicant—J. Malcolm Johnson, Jr.

For protestants—F. B. Langley and Geo. A. K. Sutton representing A. C. L. Railroad Company; W. J. Oven and F. H. Bryant, representing S. A. L. Railway Company; Russell L. Frink and B. N. Brunson, representing Florida East Coast Railway and H. H. Simms, representing A. & St. A. B. Railway.

2. It appears that the Acme Freight Lines, Inc., now operate as an interstate carrier transporting freight from Jacksonville to the Georgia-Florida Line over Highways Nos. 1 and 2. That on account of the increase in its business it frequently has full truck loads out of Jacksonville destined for Atlanta, Georgia, and it now operates said full truck loads as a second section of its operation over Highways Nos. 1 and 2. That it operates a daily service, except Sunday, leaving Jacksonville at 7:30 P. M., and arriving Lake City at 9:30 P. M., and the Georgia-Florida State line at 11 P. M., and on its southbound trips it leaves the Georgia-Florida State line at 12:30 A. M., and arrives in Jacksonville at 5 A. M. That the use of State Highway No. 4 would reduce the mileage as between Jacksonville and Atlanta forty-two miles and permit a more expeditious service, and would also relieve the congestion now apparent on Road No. 1, by taking this truck off of the road and running it over Highway No. 4.

3. It is the opinion of this Commission that public convenience and necessity would be best served if the full truck loads originating at Jacksonville, Florida, and destined for Atlanta, Georgia, now transported as a second section over Highways Nos. 1 and 2, were routed by the Acme Freight Lines, Inc., over Highway No. 4, from Jacksonville to the Georgia-Florida State line.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Acme Freight Lines, Inc., to operate over State Highway No. 4, as between Jacksonville and the Georgia-Florida State line in interstate commerce only transporting full truck loads only operated as a second section under its schedule

now effective for operation over roads Nos. 1 and 2, with the same leaving and arrival time at Jacksonville, as its schedule on file with this Commission now requires, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida this 16th day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 683,
DOCKET NO. 261.**

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF PAUL CLAUDE GRUBB
OF JACKSONVILLE, FLORIDA, OPERATING AS
GRUBB TRANSFER COMPANY, FOR A PER-
MIT TO OPERATE AS AN AUTO TRANSPORTA-
TION COMPANY TRANSPORTING HOUSE-
HOLD GOODS ONLY.

1. Pursuant to Notice No. 472, dated July 3, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on July 18, 1934.

APPEARANCES:

Leon P. Kitchen and Dan Schwartz, representing the applicant.

For protestants: Claude Pepper, representing L. & L. Freight Lines, Inc., Shaw Transfer Company, Delcher Moving & Storage Company and Rapid Transit Company. Sidney Allen, representing Central Truck Lines, Inc.

2. It appears that the Grubb Transfer Company is now engaged in the transportation for compensation of household goods locally in the city of Jacksonville and that it is duly licensed to conduct such business by the city of Jacksonville, and operates under "For Hire" license tag. That the applicant frequently receives calls for the transportation of household goods outside the limits of the city of Jacksonville and desires authority of this Commission to transport household goods, office furniture and fixtures from the city of Jacksonville to the various points in the State of Florida. The applicant agrees to conform to the law and all rules and regulations of this Commission and to promptly pay the mileage tax assessed against such operation.

The evidence further shows that there are now several auto transportation companies operating out of Jacksonville authorized to transport household goods and office fixtures under the rules of this Commission; and also in addition there are at least three common carrier lines qualified to transport household goods and office fixtures. That these carriers are now fully equipped to perform this service, and the evidence shows that not one of them are taxed to their full capacity in caring for such business as is offered out of the city of Jacksonville. It further appears from the mileage tax reports of the number of trips made by these several carriers out of Jacksonville that the business now offered to them does not necessitate a daily operation and they are fully equipped to more than care for such business. That the granting of this Permit would have an adverse affect upon transportation as a whole within the territory sought to be served, and especially upon transportation companies engaged in such transportation of household goods and office fixtures out of the city of Jacksonville, Florida.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of PAUL CLAUDE GRUBB, operating as Grubb Transfer Company, to transport household goods and office fixtures under the provision of Rule No. 59, of this Commission, out of the City of Jacksonville, Florida, be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 16th day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

Commissioner Douglass dissents.

ORDER NO. 684,
DOCKET NO. 100-34.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF W. A. DICKINSON
TRANSFER COMPANY, INC., OF MIAMI, FLA.,
FOR AN EXTENSION OF ITS CERTIFICATE TO
INCLUDE THE TRANSPORTATION OF HOUSE-
HOLD GOODS.

1. Pursuant to Notice No. 472, dated July 3, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on July 17, 1934.

APPEARANCES:

For applicant—W. A. Dickinson.

For protestants: Claude Pepper, representing John E. Withers Transfer & Storage Company and Leonard Brothers Transfer & Storage Company.

2. It appears from the evidence adduced in this case that W. A. Dickinson Transfer Company, Inc., now operates under Certificate of Convenience and Necessity No. 135, issued by this Commission authorizing it to transport heavy materials, such as building materials and other heavy articles out of Miami to various points in the State of Florida, and now seeks an extension of its Certificate to permit it to transport uncrated household goods and office fixtures and

furniture out of Miami to the various points in the State of Florida. That W. A. Dickinson Transfer Company, Inc., has been engaged in this business since 1920, and transported household goods prior to the time that jurisdiction over such operations was placed in the Railroad Commission. That its present operation to transport heavy articles were granted it on September 4, 1930, by Order No. 205, recorded in Order Book "A" on page 411, but at that time it did not make any application for the transportation of household goods. That later on it made such application and by Order No. 522 dated October 13, 1932, and recorded in Order Book "D" on page 15, such application was denied for the reason that there were other transportation companies located in Miami with sufficient motor vehicles to take care of the furniture and household goods operation. That it is the opinion of this Commission that such situation still prevails and that public convenience and necessity does not require the granting of this application.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of W. A. Dickinson Transfer Company, Inc., be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 16th day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

Commissioner Douglass dissents.

ORDER NO. 685,
DOCKET NO. 267.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF LEACH & ELDER STORAGE COMPANY, INC., OF JACKSONVILLE,

FLORIDA, FOR A PERMIT AS A "FOR HIRE" CARRIER TO ENGAGE IN THE TRANSPORTATION OF UNCRATED HOUSEHOLD GOODS AND OFFICE FURNITURE AND FIXTURES, FROM JACKSONVILLE TO POINTS IN THE STATE OF FLORIDA.

1. This matter came on for consideration upon the application of Leach & Elder Storage Company, a Florida corporation, for a Permit as a "For Hire" carrier filed on August 15, 1934, and it appearing on the face of said application that the applicant is licensed by the city of Jacksonville as a for hire carrier and obligates itself to operate as such in the State of Florida, and has indicated its willingness to conform to the laws of the State of Florida and the rules and regulations of the Railroad Commission governing for hire carriers:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that TEMPORARY PERMIT authorizing Leach & Elder Storage Company, Inc., to operate one Graham covered van of 1½ tons capacity with Motor No. C-835328, transporting uncrated household goods and office furniture and fixtures from Jacksonville to points in the State of Florida for a period of ninety (90) days from the date hereof be GRANTED, when said applicant shall have filed with this Commission bond or insurance as required covering such operation, and shall otherwise comply with the rules and regulations of this Commission.

It is further ORDERED that on or after the expiration of the said ninety day period this matter will be set down for hearing before the Commission to determine what rules and regulations and restrictions shall be prescribed for the safety of such operation and the preservation of transportation facilities as a whole in the territory traversed. Notice of such hearing shall be given to the applicant and all other parties interested.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in

the city of Tallahassee, Florida, this 21st day of September 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 686,
DOCKET NO. 261.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF PAUL CLAUDE GRUBB
OF JACKSONVILLE, FLORIDA, OPERATING AS
GRUBB TRANSFER COMPANY, FOR A PERMIT
TO OPERATE AS AN AUTO TRANSPORTATION
COMPANY TRANSPORTING HOUSEHOLD
GOODS ONLY.**

1. This matter coming on further for consideration and it appearing that by Order No. 683 dated August 16, 1934, that this application was denied; and it further appearing that the applicant has made a prima facie showing that it is a "For Hire" carrier as defined under the law, and does not intend to engage in either common carriage or private contract carriage, and has complied, or offered to comply, with all of the rules and regulations of this Commission as a for hire carrier:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 683 be and it is hereby CANCELED, and that a temporary permit is hereby GRANTED to Grubb Transfer Company to operate as an auto transportation Company transporting uncrated household goods, office furniture and fixtures from Jacksonville to points in the State of Florida for a period of ninety (90) days from the date hereof, using one Chevrolet Motor Truck, 1½ tons capacity with Motor No. T-2899101.

It is further ORDERED that on or after the expiration of the said ninety day period this matter will

be set down for hearing before the Commission to determine what rules and regulations and restrictions shall be prescribed for the safety of such operation and the preservation of transportation facilities as a whole in the territory traversed, and to consider other matters that may arise in the premises. Notice of such hearing shall be given to the applicant and to all other parties interested.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 21st day of September, 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 686½,
DOCKET NO. 100-10.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF ST. JOHNS RIVER LINE COMPANY, JACKSONVILLE, FLORIDA, FOR CHANGE IN SCHEDULE FORMERLY OPERATED OUT OF ASTOR, FLORIDA, SO THAT IT MIGHT OPERATE FROM DeLAND LANDING TO LEESBURG VIA EUSTIS, MT. DORA AND TAVARES, AND FROM PALATKA TO Ocala VIA JOHNSON AND SILVER SPRINGS.

1. Pursuant to Notice No. 472 dated July 3, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, July 18, 1934. And then and there appeared the following:

For the applicant—Mr. J. A. Bliss.

For the protestants—Mr. A. Y. Milam, representing Central Truck Lines, Inc.; Mr. W. J. Oven

and Mr. F. H. Bryant, representing Seaboard Air Line Railway Company; Mr. F. B. Langley and Mr. Geo. A. K. Sutton, representing Atlantic Coast Line Railroad Company, and Mr. H. H. Simms, representing Atlanta & St. Andrews Bay Railway Company.

2. It appears that by Order No. 256 dated November 6, 1930, recorded in Order Book "B" on pages 73 and 74, the St. Johns River Line Company was authorized to operate from Palatka to Ocala and from Colby Landing to Ocala, Florida. That by Order No. 418 dated January 5, 1932 and recorded in Order Book "C" on pages 89 to 91, St. Johns River Line Company was authorized to operate between Ocala and Astor and by the same order the authority to operate from Palatka to Ocala and from Colby Landing to Ocala was revoked and canceled. That since said time it has operated out of Astor, Florida instead of Palatka.

3. It further appears that on April 10, 1934 from representation of St. Johns River Line Company that it had lost its docking facilities at Astor it was given temporary authority for a period of thirty (30) days from April 11, 1934, to transport freight destined to Ocala out of Palatka, and also to handle freight from DeLand destined to Leesburg territory. This temporary authority was subsequently extended for an additional thirty days. Thereafter, and on June 4, 1934, the St. Johns River Line Company filed with this Commission its application to change its schedule formerly operated out of Astor, Florida, so that it might operate from DeLand Landing to Leesburg and from Palatka to Ocala, Florida. This matter is now before the Commission for its consideration. It was represented to the Commission in the application itself and at the hearing, that if and when docking facilities again became available at Astor the applicant desired to again use its former schedule from such point. It appearing to the Commission from the evidence introduced at the hearing that docking facilities are available at Astor, Florida, and that the applicant, St. Johns River Line Company, has had ample time within which to secure such docking facilities, and the Commission having withheld its order in this case for

the purpose of giving said applicant full time to obtain such docking facilities:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of St. Johns River Line Company for change of schedule formerly operated out of Astor, Florida, to permit it to operate from DeLand Landing to Leesburg and from Palatka to Ocala be and the same is hereby DENIED. Temporary authority granted to St. Johns River Line Company on April 10, 1934, and subsequently extended is hereby WITHDRAWN and the St. Johns River Line Company is required to resume its former operations out of Astor, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 17th day of September 20, 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 687,
DOCKET NO. 15.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: CANCELATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 171 ISSUED TO FLORIDA EAST COAST RAILWAY, ST. AUGUSTINE, FLORIDA, TO OPERATE A BUS-TRUCK SERVICE BETWEEN NEW SMYRNA AND ORANGE CITY JUNCTION AS OF MAY 6, 1934.

1. Pursuant to Notice No. 477 dated August 27, 1934, this matter came on for consideration before the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, on September 19, 1934.

Mr. D. Leah appeared for the applicant.

2. It appears from the evidence given in this case that Certificate No. 171 was issued to the Florida East Coast Railway to substitute a bus-truck service between New Smyrna and Orange City Junction, Florida. This service was to take the place of the steam railroad service between these points. It further appears that upon application to the Interstate Commerce Commission a Certificate of Public Convenience and Necessity was issued to the Florida East Coast Railway permitting it to abandon the branch line of railroad between New Smyrna and Orange City Junction to abandon the operation of said branch line. The abandonment of such line took place on May 6th, 1934, and in accordance therewith this bus-truck service was also withdrawn. It further appearing that there is no public convenience and necessity for the continued operation of such bus-truck service:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of W. R. Kenan, Jr., and Scott M. Loftin, Receivers of the Florida East Coast Railway, to abandon such bus-truck service be and the same is hereby GRANTED as of May 6th, 1934, and said Certificate No. 171 be and the same is hereby CANCELED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 24th day of September 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 688,
DOCKET NO. 100-142.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF TOWN OF PASS-A-GRILLE BEACH TO REVISE ITS FARES BETWEEN PASS-A-GRILLE BEACH AND ST. PETERSBURG, FLORIDA.

1. It appearing from a letter of the Town Clerk of the town of Pass-a-Grille Beach that the Board of Commissioners of said town desire to withdraw its application for increase of bus fares as between Pass-a-Grille Beach and St. Petersburg.

Therefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that said application be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 24th day of September 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 689,
DOCKET NO. 100-14.**

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: JOINT PETITION OF ADAMS TRUCK LINE
AND STAR TRUCK LINE TO TRANSFER CER-
TIFICATE OF PUBLIC CONVENIENCE AND NE-
CESSITY NO. 35 FROM ADAMS TRUCK LINE
TO STAR TRUCK LINE.

1. Pursuant to Notice No. 477 dated August 27, 1934, this matter came on for consideration before the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, on September 18, 1934.

2. It appears from the bill of sale entered into between Oliver E. Adams, doing business as Adams Truck Line of Tampa, Florida, and Alfred Bugna and John Horvath doing business as Star Truck Line, that for a certain consideration set out in said bill of sale the Adams Truck Line has agreed to sell, assign, transfer and set over all of its rights in and to certain personal property described in said bill of sale and also to

Certificate of Public Convenience and Necessity No. 35. It was further agreed that the Star Truck Line should assume all liabilities of the Adams Truck Line and pay all outstanding indebtedness and operate over the same routes and on the same schedules now being operated by Adams Truck Line.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the transfer of Certificate of Public Convenience and Necessity No. 35 from Adams Truck Line to Star Truck Line be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 24th day of September 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 690,
DOCKET NO. 100-50.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: COMPLAINT AGAINST HANSBERGER
MOTOR TRANSPORTATION COMPANY, INC.,
HOLDER OF CERTIFICATE NO. 126, FOR FAIL-
URE TO OPERATE UNDER SAID CERTIFICATE
FOR A PERIOD OF MORE THAN NINETY DAYS.

1. Pursuant to Notice No. 477 dated August 27, 1934, this matter came on for consideration before the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, on September 20, 1934.

2. The evidence showed that the Hansberger Motor Transportation Company, Inc., had made no mileage tax reports and paid no mileage taxes since

March 1934 and has ceased operations for a period of more than ninety days.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Hansberger Motor Transportation Company, Inc., has abandoned its operations under Certificate of Public Convenience and Necessity No. 126 for a period of more than ninety days and said Certificate No. 126 be and the same is hereby CANCELED, and authority to operate under said Certificate is hereby REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 24th day of August 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 691,
DOCKET NO. 164.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: AMENDMENT OF RULE NO. 37 IN REGARD TO NUMBER PLATES AND PERMIT CARDS.

1. Pursuant to Notice No. 479 dated September 12, 1934, this matter came on for consideration before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Friday, September 21, 1934.

2. It appearing that the proposed amended Rule No. 37 was set out in full in Notice No. 479, and full notice thereof was given to all motor transportation companies operating in the State of Florida, and it appearing that the said proposed Rule No. 37 is a reasonable rule and no objection has been made to the adoption of the same:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Rule No. 37 of the Rules and Regulations of this Commission relating to number plates and permit cards be and the same is amended to read as follows:

"Rule 37. NUMBER PLATES AND PERMIT CARDS.—Effective on January 1, 1935, and annually thereafter, each motor vehicle operated by an auto transportation company shall be registered with the Commission on forms supplied by the Commission for that purpose. A fee of fifty cents (50c) shall be remitted with application for registration for each number plate to cover cost thereof, as provided by law. The Commission will thereupon issue a distinguishing number plate for each vehicle so registered.

The number plate shall be firmly attached to the front of the vehicle for which it is issued, in position where it may be easily seen from an approaching vehicle; except number plates issued for trailers, which shall be firmly attached on the left side thereof, in position where they may be readily seen at all times. Number plates shall be kept clean and in visible condition.

"Before a registered vehicle is sold or removed from service, the number plate shall be removed and returned to the Commission for cancelation. On affidavit of the holder that a number plate has been lost or destroyed, a new number plate will be issued by the Commission on payment of a fee of fifty cents (50c.)

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 24th day of September 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 692,
DOCKET NO. 264.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF ROY FISK OF JACKSONVILLE, FLORIDA, FOR A PERMIT AS A "FOR HIRE" CARRIER TO ENGAGE IN THE TRANSPORTATION OF BUILDING MATERIALS BETWEEN JACKSONVILLE, JACKSONVILLE BEACH AND OTHER ADJACENT POINTS.

1. This matter came on for consideration upon the application of Roy Fisk for a Permit as a "For Hire" carrier filed on August 11, 1934, and it appearing that the applicant obligates himself as such in the State of Florida and has indicated his willingness to conform to the laws of the State of Florida and the rules and regulations of the Railroad Commission governing for hire carriers:

It is, therefore, **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that a **temporary permit** authorizing Roy Fisk to operate one Ford Truck of 1½ tons capacity with Motor No. AA-4047429 transporting building materials from Jacksonville, Florida, to Jacksonville Beach and other adjacent points for a period of ninety (90) days from the date hereof be **GRANTED**, when said applicant shall have filed with this Commission bond or insurance as required covering such operation, and shall otherwise comply with the rules and regulations of this Commission.

It is further **ORDERED** that on and after the expiration of said ninety day period this matter will be set down for hearing before this Commission to determine what rules and regulations and restrictions shall be prescribed for the safety of such operation and the preservation of transportation facilities as a whole in the territory traversed. Notice of such hearing shall be given to the applicant and all other parties interested.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 26th day of September 1934.

EUGENE S. MATTHEWS,
Chairman.

ORDER NO. 693.
DOCKET NO. 178.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: COMPLAINT OF LANE'S TRANSFER AS TO
VIOLATIONS OF THE LAW AND THE RULES
AND REGULATIONS OF THIS COMMISSION.

1. Pursuant to Citation dated August 17, 1934, Lane's Transfer was charged with certain wilful violations of the rules and regulations of the Railroad Commission and required to be and appear before the Railroad Commission at its Hearing Room, Tallahassee, Florida, on September 11, 1934, to answer said charges. On said date Frank J. Rentz appeared on behalf of Lane's Transfer to answer said charges.

2. It appears from the evidence in this case that Lane's Transfer has been extremely negligent and careless amounting to a wilful failure and refusal in the matter of furnishing information to this Commission as called for in order to perfect the Annual Report for the year 1933. That several letters have been written requesting said information and the same have been ignored, especially a certain letter dated June 20, 1934 which called for special information and the Railroad Commission finds the said Lane's Transfer guilty of a wilful failure and refusal to furnish information as required by said letter.

It also appears that it has been the habit of Lane's Transfer to delay as long as possible the making of tax reports and the payment of taxes and only after several notices have such taxes been paid and reports

thereof made. That while the reports of the mileage taxes due for the months of June and July 1934 have been made since the citation was issued and the mileage taxes for those months have been paid, it appears that the reports and the mileage taxes were not made nor paid until after the citation was issued, and it further appears that no duplicate copy of such mileage tax reports has been filed with this Commission. The Commission, therefore, is of opinion that the evidence is such as to warrant a finding of guilty against Lane's Transfer on such counts.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that you, Lane's Transfer, are guilty of the charges as contained in said Citation and the Railroad Commission has assessed penalties against you as follows:

(1) SUSPENSION OF OPERATION UNDER YOUR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR A PERIOD OF SIXTY (60) DAYS TO BEGIN AND RUN FROM THIS DATE, AND

(2) PAYMENT TO THE STATE TREASURER, TALLAHASSEE, FLORIDA, THE SUM OF FIFTY DOLLARS (\$50.00) AS A FINE.

It is further ORDERED that the payment of the said fine of \$50.00 will be accepted as full satisfaction of the judgment herein rendered, and upon a proper showing that the said sum of \$50.00 has been paid, as herein required, Lane's Transfer will be permitted to continue its operations under said Certificate.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 26th day of September 1934.

EUGENE S. MATTHEWS,

Chairman.

**ORDER NO. 694,
DOCKET NO. 85.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF K. & L. TRANSPORTATION COMPANY, INC., FOR AUTHORITY TO OPERATE INTRASTATE OVER ROUTE NO. 4, FROM JACKSONVILLE TO THE GEORGIA STATE LINE UNDER ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 178 SERVING CALLAHAN, HILLIARD AND DINSMORE, FLORIDA.

1. Pursuant to Notice No. 477 dated August 27, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida, at its Hearing Room, Tallahassee, Florida, on September 20, 1934.

Claude Pepper appeared for the applicant.

W. J. Oven appeared for receivers of Seaboard Air Line Railway.

F. B. Langley and Geo. A. K. Sutton appeared for Atlantic Coast Line Railroad.

2. Certificate of Public Convenience and Necessity No. 178 authorizes K. & L. Transportation Company, Inc., to operate from Jacksonville, Florida, to the Georgia State line over Highway No. 4 in interstate commerce only. That is to say, that it neither picks up nor discharges freight at intermediate points between Jacksonville and the Georgia State line. Its present application is for authority to change its method of operation so that it may perform intrastate service over the same route serving Callahan, Hilliard and Dinsmore. The evidence further indicates that K. & L. Transportation Company, Inc., has received numerous application from shippers and receivers along its line for service, especially into and out of Jacksonville, Florida. The evidence further shows, however, that all of these points, Callahan, Hilliard and Dinsmore, are served by the Railway Express Agency and by

either the Atlantic Coast Line Railroad or Seaboard Air Line Railway and that each of these rail and express carriers are able, ready and willing to perform all of the necessary service required by shippers and receivers at these points and have adequate facilities to furnish all necessary service.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that public convenience and necessity does not require this service and that the granting of the same would have an adverse effect upon transportation on facilities covering the territory involved and the application is DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 28th day of September 1934.

EUGENE S. MATTHEWS,
Chairman.

Commissioner Mamie Eaton-Greene dissents.

**ORDER NO. 695,
DOCKET NO. 265.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF WILLIAM NEWTON SORRELLS OF WEST PALM BEACH, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AS A COMMON CARRIER TRANSPORTING PASSENGERS AND LIGHT EXPRESS BETWEEN WEST PALM BEACH AND CLEWISTON OVER HIGHWAYS NOS. 25, 113 AND 194.

1. Pursuant to Notice No. 477 dated August 27, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on September 20, 1934.

Judge Phillip D. O'Connell appeared for the applicant.

Mr. Claude Pepper appeared for the protestants Ed and Mary Kettner.

2. The Commission having heard all parties entitled to be heard and having taken the testimony of all witnesses offered took said matter under advisement, and now being fully advised in the premises do make the following findings:

(a) That Mary and Ed Kettner, operating as Glades (K) Motor Line, have a Certificate of Public Convenience and Necessity No. 108 from this Commission authorizing operation over the same route transporting passengers and light express. That the Tamiami Trail Tours, Inc., hold Certificate of Public Convenience and Necessity No. 28, and under authority of such Certificate operated prior to April 18, 1932 what is known and designated as Passenger Runs Nos. 51 and 52 between Fort Myers and West Palm Beach and operated over the identical route operated over by Glades (K) Motor Line and sought by the present applicant. That by Order No. 444 dated April 18, 1932 this Commission authorized Tamiami Trail Tours, Inc., to discontinue its passenger operations and service over these particular passenger runs by reason of the fact that the passenger travel over said runs was very light and the Tamiami Trail Tours, Inc., was losing money on this operation.

(b) That while the evidence indicates that there has been some improvement in conditions along the route of this proposed operation and new people were employed on Federal projects in this vicinity the improvement does not seem to justify the granting of an additional bus operation over this route. It further appears that the applicant is now operating over this particular route transporting mail under contract with the Federal Government and proposes to operate his present application in connection with the trans-

portation of mail if authority is granted him. The Commission is of opinion that if new and additional service is necessary along this route that the present Certificate holders should be permitted and required to perform this service rather than to grant a new Certificate for a new and distinct operation.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of William Newton Sorrells for a Certificate as a common carrier transporting passengers and light express between West Palm Beach and Clewiston over Highways Nos. 25, 113 and 194, be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 28th day of September 1934.

EUGENE S. MATTHEWS,
Chairman.

**ORDER NO. 696,
DOCKET NO. 15.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF W. R. KENAN, JR.,
AND SCOTT M. LOFTIN, RECEIVERS, FLORIDA
EAST COAST RAILWAY, FOR A CERTIFICATE
OF PUBLIC CONVENIENCE AND NECESSITY
TO OPERATE AS A COMMON CARRIER TRANSPORTING
FREIGHT, PASSENGERS, MAIL AND EXPRESS
BETWEEN PALATKA, EAST PALATKA AND SAN MATEO,
FLORIDA, OVER STATE ROADS NOS. 3, 14 AND 28.**

1. Pursuant to Notice No. 477 dated August 27th, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida in session at its Hearing Room, Tallahassee, Florida, on September 19, 1934.

— D. Leer and J. H. Summerlin, appeared for the applicant. Claude Pepper appeared for protesting truck company.

2. It appears from the application and the testimony introduced in this cause that the applicant desires to operate from the Union Depot in Palatka, Florida, over State Highways and across the bridge over St. Johns River to its depot at East Palatka and thence along State Roads Nos. 3 and 28 to its depot in San Mateo transporting passengers and also packages of freight and express. It appears further that the applicant formerly applied to the Interstate Commerce Commission for leave to abandon the Palatka Branch of the Florida East Coast Railway. That this branch consisted in part of a line over a bridge over the St. Johns River operated under lease with the Atlantic Coast Line Railroad. That on February 10, 1934 the Interstate Commerce Commission denied the application and refused to permit the applicant to abandon the Palatka Branch. It now appears that the applicant, in order to continue the maintenance and operation of the Palatka Branch in public service and to afford the public at least as good and perhaps better service than it now receives, and in order to reduce the operating and maintenance cost to the railroad, proposes to withdraw its passenger train service on the Palatka and San Mateo Branch and substitute therefor bus-truck service to be operated on the highways. This bus-truck service will handle passengers, mail, express and L. C. L. freight between East Palatka, Palatka and San Mateo. The applicant will continue to handle carload traffic moving on the San Mateo Branch and also that that is interchanged with the Atlantic Coast Line Railroad at Palatka over its steam railroad line. It further appears from the evidence that there will be an approximate saving of \$12,000.00 per year to the railroad by the operation of this bus-truck service in connection with its carload freight service over its line of railroad. It further appears that the passengers, freight and express that are proposed to be transported by this operation are those passengers and that L. C. L. freight and express that would normally be handled by the shuttle train that now operates over the rail line between these points, and that

this operation will not adversely affect other transportation in the field.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that public convenience and necessity require the granting of this service and the application of the receivers of the Florida East Coast Railway for a Certificate of Public Convenience and Necessity authorizing them to operate a bus-truck service between East Palatka and Palatka and San Mateo, Florida, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 28th day of September 1934.

Commissioner Mamie Eaton-Greene Dissents.

**ORDER NO. 697,
DOCKETS NOS. 100-10, 100-11, 100-6.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: INVESTIGATION OF OPERATIONS OF ST.
JOHNS RIVER LINE COMPANY; COAST TO
COAST SYSTEM, INC., AKINS TRANSPORTA-
TION CO., AND A. B. C. TRANSFER COMPANY
IN CONNECTION WITH THE BOAT LINE OPER-
ATED ON THE ST. JOHNS RIVER.**

1. Pursuant to Notice No. 477 dated August 27, 1934, this matter came on for further hearing before the Railroad Commission at its Hearing Room, Tallahassee, Florida, on September 18, 1934. This matter had been continued from hearing held on July 18, 1934. All of the freight lines were represented at said hearing and a full discussion of the matter was had before the Commission.

2. The purpose of this investigation was to determine whether or not these truck lines ought to be

permitted to establish special schedules for making connection with the boats operated on the St. Johns River. It appears that the schedules of the boats operated from Jacksonville to Sanford on the St. Johns River are very irregular and no definite hour of arrival at Sanford can be fixed. On this account the St. Johns River Line Company in its truck operations provides in its schedules as follows:

"Trucks may be held until arrival of boat. Schedule may be run in more than one section if necessary to transport freight between Sanford and Orlando arriving on boat."

The St. Johns River Line Company testified that its warehouse was at Orlando and it was necessary for it to operate many sections of its truck schedules in order to transport the large amount of freight consigned to it by boat. While the Commission is of opinion that this warehousing might reasonably be conducted at Sanford it is not disposed at this time to require this to be done.

Testimony was also given to indicate that the operations of the A. B. C. Transfer Company; Coast to Coast System, Inc., Akins Transportation Company and St. Johns River Line Company all transported freight from the boat line at Sanford to Orlando. The A. B. C. Transfer Company and St. Johns River Line Company have operated local schedules between these points for sometime, the operations of the A. B. C. Transfer Company being solely between these points.

3. Akins Transportation Company and Coast to Coast System, Inc., have transported freight from the boats at Sanford in connection with their through schedules from Jacksonville. Temporary authority was given to these companies to send trucks out from Orlando to meet the boats on arrival at Sanford and transport freight to Orlando, pending an investigation by the Commission. No evidence was presented at this hearing to justify this operation.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the St. Johns River Line Company and

A. B. C. Transfer Company are hereby authorized to insert in their schedules and observe the following regulation:

"Trucks may be held until arrival of boat. Schedule may be run in more than one section if necessary to transport freight between Sanford and Orlando arriving on boat."

It is further ORDERED that the temporary authority heretofore granted to Akins Transportation Company and Coast to Coast System, Inc., to operate additional service between Sanford and Orlando be and the same is hereby CANCELED.

It is further ORDERED that the trucks of Akins Transportation Company and Coast to Coast System, Inc., operated on their through schedules from Jacksonville via Daytona Beach and Sanford to Orlando may be held at Sanford for arrival of boat for a period not to exceed one hour.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 28th day of September 1934.

ORDER NO. 697½,
DOCKET NO. 100-127.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF GLADES (K) MOTOR
LINE OPERATED BY ED AND MARY KETTNER
OF WEST PALM BEACH, FLORIDA, FOR AP-
PROVAL OF A CERTAIN LEASE AGREEMENT
ENTERED INTO BETWEEN THEM AND TAMI-
AMI TRAIL TOURS, INC., AND UNION BUS
COMPANY, AND ALSO FOR CERTAIN
CHANGES IN SCHEDULE.

1. By Order No. 444 dated April 18, 1932, Ta-
miami Trail Tours, Inc., was permitted to discontinue

its passenger operations and service over State Road No. 25 between Fort Myers and West Palm Beach until further order of the Commission. This was done because of the showing that the passenger travel over this route was light and that Tamiami Trail Tours, Inc., was losing money on this operation. Later, and by Order No. 516 dated September 16, 1932 a certain contract between Union Bus Company and Tamiami Trail Tours, Inc., was approved by which the Union Bus Company took over and operated the routes and schedules of Tamiami Trail Tours, Inc., and it was provided in said lease agreement that no additional schedule over the routes of the Tamiami Trail Tours, Inc., should be authorized except upon application of Union Bus Company and approved by this Commission.

2. It now appears that traffic has increased along the route between West Palm Beach and Fort Myers and that additional schedules are necessary to be operated over said route and that Tamiami Trail Tours, Inc., and/or Union Bus Company are required to provide said schedule.

3. It is now represented to the Commission that in order to provide such schedule Tamiami Trail Tours, Inc., and Union Bus Company have entered into a lease agreement with Ed and Mary Kettner, operating as Glades (K) Motor Line, by which the said Glades (K) Motor Line has agreed to operate one round trip daily between West Palm Beach and Fort Myers, Florida, on the following schedule:

Leave West Palm Beach 7:30 A. M., serving 20-Mile Bend, Canal Point, Pahokee, Belle Glade, Clewiston, Moore Haven, LaBelle and arrive at Fort Myers at 11:59 A. M.

Return: Make connection with Tamiami Trail Tours, both north and southbound, and leave Fort Myers at 1:45 P. M., traveling over the same route arriving West Palm Beach at 6:15 P. M.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Glades (K) Motor Line operated by Ed and Mary Kettner of West Palm Beach, Florida, is

hereby authorized to operate one round trip daily between West Palm Beach and Fort Myers in order to carry out the obligation of Tamiami Trail Tours, Inc., and Union Bus Company to provide such service, and that the lease agreement entered into between Glades (K) Motor Line and Tamiami Trail Tours, Inc., and Union Bus Company, dated September 15, 1934, and now on file with this Commission, be and the same is hereby APPROVED.

It is further ORDERED that Glades (K) Motor Line be and it is hereby authorized to operate the following schedules

SCHEDULE NO. 1 OF TIME TABLE NO. 2

Lv. W. Palm Bch. 10:00 AM Ar. Clewiston 12:50 PM
Lv. Clewiston 1:50 PM Ar. W. Palm Bch. 4:45 PM

SCHEDULE NO. 2 OF TIME TABLE NO. 2

Lv. W. Palm Bch. 5:45 PM Ar. Clewiston 8:45 PM
Lv. Clewiston 7:00 AM Ar. W. Palm Bch. 9:35 AM

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 28th day of September 1934.

**ORDER NO. 698,
DOCKET NO. 100-11.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPROVAL OF OPERATING AGREEMENT
BETWEEN STRICKLAND TRANSPORTATION
COMPANY, INC., AND COAST TO COAST SYS-
TEM, INC.**

1. It appears by operating agreement entered into on March 29, 1933 between Strickland Transportation Company, Inc., and Coast to Coast System, Inc., that the Strickland Transportation Company, Inc., has leased certain personal property consisting of trucks, automobiles, furniture and fixtures, more particularly

described in said agreement of the Coast to Coast System, Inc., for a period of three years from the date of said agreement at an agreed monthly rental as set out in said operating agreement.

2. It further appears that Strickland Transportation Company, Inc., has also entered into an agreement with Coast to Coast System, Inc., by which the Coast to Coast System, Inc., is to operate the schedules now being operated by Strickland Transportation Company, Inc., under its Certificate of Public Convenience and Necessity No. 10 and to enjoy all of the privileges held under Certificate of Public Convenience and Necessity No. 10 for a term of five years from the date of said operating agreement for a regular monthly rental as set out in said operating agreement.

3. It further appears that this Commission approved said operating agreement and lease on May 9, 1933 and the parties to said agreement and lease have been operating and performing the terms and conditions of said agreement and lease since said time but that no formal order of this Commission has ever been entered approving such lease and operating agreement.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that said lease and operating agreement entered into on March 29, 1933 between Strickland Transportation Company, Inc., and Coast to Coast System, Inc., be and the same is hereby APPROVED as of date May 9, 1933.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 18th day of October 1934.

Order No. 698—approving operating agreement with Coast to Coast System, Inc., and Strickland Transportation Company, Inc., as of May 9, 1933, order dated October 18, 1934.

CITATION

**ORDER NO. 699,
DOCKET NO. 100-106.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: COMPLAINT AGAINST SUDDATH MOV-
ING & STORAGE COMPANY, JACKSONVILLE,
FLORIDA, FOR VIOLATION OF THE TERMS
AND CONDITIONS OF ITS CERTIFICATE OF
PUBLIC CONVENIENCE AND NECESITY NO. 88.**

1. By notice and Citation dated September 24, 1934, hearing of this matter was had before the Railroad Commission of the State of Florida on October 10, 1934 at Tallahassee, Florida, 10 o'clock A. M.

R. McConnell appeared for the respondent, Suddath Moving & Storage Company, and entered a plea of guilty to the charge as contained in said Citation.

2. It appears from the statement of the representative of the respondent who was charged in this Citation with violation of the terms and conditions of its Certificate by transporting in its motor vehicles eight new bath tubs from Jacksonville to Quincy, Florida, that this was the first time that the respondent had transported in its trucks any freight other than household goods and furniture as permitted by Rule No. 59 of this Commission.

3. The Commission having considered the statement of the representative of the respondent in extenuation of its action in this matter, and having also considered the previous good record of the respondent, finds that the respondent is guilty as charged in the indictment, and has incurred a penalty for such violation and hereby assess such penalty as follows:

**(1) SUSPENSION OF ITS CERTIFICATE
OF PUBLIC CONVENIENCE AND NECESSITY
NO. 88 FOR A PERIOD OF THIRTY (30) DAYS
FROM THE DATE HEREOF.**

(2 A FINE OF FIFTY DOLLARS (\$50.00)
TO BE PAID TO THE STATE TREASURER OF
THE STATE OF FLORIDA.

It is further ORDERED that the payment of the said fine of \$50.00 as herein imposed, shall be taken and considered as full compliance with the judgment of the Commission entered herein, and the said respondent will be permitted to continue its operations under its said Certificate.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 10th day of October 1934.

ORDER NO. 700,
DOCKET NO. 271.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF WASHINGTON STORAGE COMPANY, INC., OF MIAMI BEACH, FLORIDA, FOR A PERMIT AS A "FOR HIRE" CARRIER TO ENGAGE IN THE TRANSPORTATION OF UNCRATED HOUSEHOLD GOODS AND OFFICE FURNITURE AND FIXTURES FROM MIAMI BEACH TO POINTS IN THE STATE OF FLORIDA.

1. This matter coming on for consideration upon the application of Washington Storage Company, Inc., a Florida corporation for a Permit as a "For Hire" carrier filed on October 15, 1934, and it appearing on the face of the application that the applicant is operating out of the city of Miami Beach as a "For Hire" carrier and obligates itself to operate as such in the State of Florida, and has indicated its willingness to conform to the laws of the State of Florida and the rules and regulations of the Railroad Commission governing for hire carriers.

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State

of Florida that a temporary permit authorizing Washington Storage Company, Inc., to operate one White Truck, Motor No. 6206, with tonnage capacity of 2½ tons, transporting uncrated household goods, office furniture and fixtures from Miami Beach to points in the State of Florida for a period of ninety days from the date hereof be GRANTED, when said applicant shall have filed with this Commission bond or insurance as required covering such operation, and shall otherwise comply with the rules and regulations of this Commission.

It is further ORDERED that this matter will be later set down for hearing before this Commission to determine what rules and regulations and restrictions shall be prescribed in accordance with the law in such cases made and provided. Notice of such hearing will be given to the applicant and all other parties interested.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 17th day of October 1934.

ORDER NO. 701,
DOCKET NO. 178.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: COMPLAINT AGAINST LANE'S TRANSFER AS TO VIOLATIONS OF THE LAW AND THE RULES AND REGULATIONS OF THIS COMMISSION.

Upon further consideration of this matter and of Order No. 693 dated September 26th, 1934, by which said Lane's Transfer was found guilty of certain charges preferred against it and a judgment was entered of suspension of its Certificate of Public Convenience and Necessity and fine of \$50.00, and it now appearing that the said fine of \$50.00 has been duly paid to the State Treasurer of the State of Florida:

It is ORDERED that the payment of said fine of \$50.00 is accepted in full satisfaction of said judgment and said judgment is hereby satisfied and Lane's Transfer is permitted to continue its operations under its said Certificate of Public Convenience and Necessity.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 29th day of October 1934.

CITATION

ORDER NO. 702,
DOCKET NO. 100-124.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: FAILURE OF GULF CRESCENT MOTOR LINES, INC., TO FILE ANNUAL REPORT FOR THE YEAR ENDED DECEMBER 21, 1933, AND FOR FAILURE TO OPERATE OVER ROUTE FROM GAINESVILLE TO PERRY, FLORIDA, FOR A PERIOD IN EXCESS OF NINETY DAYS.

TAKE NOTICE that you, Gulf Crescent Motor Lines, Inc., are charged by the Railroad Commission of the State of Florida with wilful violations of the rules and regulations of this Commission and the terms and conditions of Certificate of Public Convenience and Necessity No. 106, in the following particulars, to-wit:

(1) A wilful violation of the law of the State of Florida and of Rule No. 56 of this Commission in that you have failed and refused to file with this Commission an Annual Report of your operations under your said Certificate for the year ended December 31, 1933.

(2) A wilful failure and refusal to operate over your route from Gainesville to Perry, Florida, for a period of ninety days.

And further **TAKE NOTICE** that the Railroad Commission of the State of Florida will be in session at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on December 4th, 1934 at 10 o'clock A. M., to hear, consider and determine whether or not you are guilty as charged in this Citation, and if found guilty to determine what penalty, if any, should be imposed against you under the provisions of the law.

And at said time and place you will have an opportunity to be fully heard upon the above mentioned charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 29th day of October 1934.

ORDER NO. 703,
DOCKET NO. 100-1.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: JOINT APPLICATION OF CENTRAL
TRUCK LINES, INC., AND RIDGE TRUCK LINE,
INC., FOR APPROVAL OF TRANSFER AND AS-
SIGNMENT OF CERTIFICATE OF PUBLIC CON-
VENIENCE AND NECESSITY NO. 186 FROM
RIDGE TRUCK LINE, INC., TO CENTRAL TRUCK
LINES, INC.**

1. It appears from the joint application of Central Truck Lines, Inc., and Ridge Truck Line, Inc., that Central Truck Lines, Inc., is a Florida corporation duly certificated by the Railroad Commission as a motor freight common carrier in the State of Florida, and that Ridge Truck Line, Inc., is a Florida corporation duly certificated as a motor freight common carrier, and is the owner and operator of Certificate of Public Convenience and Necessity No. 186. It further appears that Certificate of Public Convenience and Necessity No. 186 was issued to said Ridge Truck Line, Inc., by Order No. 649 dated February 8, 1934, recorded in

Order Book "E" on pages 23 to 25, and covers part of the routes originally covered by Certificate of Public Convenience and Necessity No. 39 owned by McLeod Line, Inc., and under said Certificate of Public Convenience and Necessity No. 186 Ridge Truck Line, Inc., is authorized to operate over the following routes:

Tampa to Plant City via Road No. 23; Plant City to Haines City via Road No. 17; Haines City to Winter Haven and Auburndale via County Roads serving Eagle Lake, Lake Hamilton and Dundee as off line stations via county roads; Tampa to Bartow via Mulberry over State Road No. 23 and County Roads; Bartow to Lake Wales via Lake Garfield over county roads; Lake Wales to Lake Placid via State Road No. 8,—serving Desoto City and Lake Placid as off line stations.

2. It further appears that the purchase and sale of Certificate No. 186 has been duly authorized by both corporations by their respective Boards of Directors, and that Central Truck Lines, Inc., the purchaser, has agreed to assume and be responsible for all of the mileage tax and license taxes due to the State of Florida, and has further adopted and will operate all tariff schedules and time schedules now operated by Ridge Truck Line, Inc.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Ridge Truck Line, is authorized to sell and Central Truck Lines, Inc., is authorized to purchase Certificate of Public Convenience and Necessity No. 186.

It is further ORDERED that Central Truck Lines, Inc., shall continue to operate over the route formerly operated by Ridge Truck Line, Inc., under the present operating schedules until the further order of this Commission.

It is further ORDERED that Ridge Truck Line, Inc., be and it is hereby required to file with this Commission its Annual and other reports necessary covering its operations under Certificate up to and including the effective date of this Order.

It is further ORDERED that this order shall be and become effective as of September 15, 1934.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 1st day of November 1934.

**ORDER NO. 704,
DOCKET NO. 100-29.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF A. B. C. TRANSFER
COMPANY, INC., OF ORLANDO, FLORIDA, FOR
AUTHORITY TO INCREASE ITS PRESENT
SCHEDULE OF FOUR TRIPS PER WEEK SO AS
TO OPERATE A DAILY SERVICE BETWEEN
SANFORD AND ORLANDO, FLORIDA.**

1. Pursuant to Notice No. 477 dated August 27, 1934, this matter was originally set down for hearing on September 19, 1934, and was later postponed until October 15, 1934.

2. It appears from the evidence introduced at this hearing that when the last schedules of the A. B. C. Transfer Company, Inc., were approved on December 15, 1933 boats were only making three or four trips a week from Jacksonville to Sanford and the A. B. C. Transfer Company, Inc., was accordingly authorized to make four trips per week between Sanford and Orlando in meeting these boats. It now appears that Suwannee Steamship Company, with which the A. B. C. Transfer Company, Inc., connects, operates from Jacksonville to Sanford daily. It further appears that a good part of the tonnage moved over the line of the A. B. C. Transfer Company, Inc., is perishable and that such tonnage should receive expedited service to avoid damage and that such tonnage requires a daily service.

3. It further appears that by Order No. 697 dated September 28, 1934, and recorded in Order Book

"E" on pages 195-197, that A. B. C. Transfer Company, Inc., were authorized to meet these boats and to insert in their schedule the following regulation:

"Trucks may be held until arrival of boat. Schedule may be run in more than one section if necessary to transport freight between Sanford and Orlando arriving on boat."

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the A. B. C. Transfer Company, Inc., be and it is hereby authorized to operate a daily service between Sanford and Orlando under the following schedule:

Lv. Orlando	9:00 AM	Ar. Sanford	10:30 AM
Lv. Sanford	11:30 AM	Ar. Orlando	1:00 PM

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 1st day of November 1934.

ORDER NO. 705,
DOCKET NO. 100-141.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF COLEMAN MOTOR LINES OF TIFTON GEORGIA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 63 SO AS TO OPERATE OVER STATE ROAD NO. 11 FROM MONTICELLO, FLORIDA, TO GEORGIA STATE LINE TRANSPORTING PASSENGERS, LIGHT EXPRESS AND MAIL.

1. By Notice No. 477 dated August 27, 1934, this matter was set down for hearing for September 20, 1934. This hearing was subsequently postponed to a date to be set by the Commission.

2. Pursuant to Notice No. 483 dated October 11, 1934, this matter came on for hearing before the Rail-

road Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on October 30, 1934.

R. S. Coleman appeared for the applicant.
Geo. A. K. Sutton appeared for Atlantic Coast Line Railroad Company.

3. Coleman Motor Lines owned and operated by R. S. Coleman now operate busses over State Road No. 10 from Tallahassee to the Georgia line, thence to Thomasville and other points in Georgia. That this line transports passengers into Florida from Georgia destined to Jacksonville and points in South Florida and receives passengers coming into Tallahassee by bus line destined for points in Georgia and beyond. That under the present schedule of the Union Bus Company, which operates a bus from Jacksonville through Tallahassee and points west and return, passengers coming from Jacksonville destined for points in Georgia and beyond arrive in Tallahassee too late to make connection with Coleman Motor Lines, and passengers coming from the north via Coleman Motor Lines and destined for Jacksonville and points south under the present schedule arrive in Tallahassee too late to make connection with the said Union Bus Line. That Coleman Motor Lines, therefore, desires to operate a schedule directly through Thomasville to Monticello, Florida, arriving at Monticello at 4:50 PM and leaving Monticello at 5:00 PM, for the purpose of delivering passengers destined for Jacksonville to Union Bus Company, which operates through Monticello at 5:32 PM, and receiving passengers from the Union Bus Company on its schedule arriving at Monticello at 4:51 from Jacksonville and points south.

4. The evidence shows that no other bus line operates over Road No. 11 from Monticello to Georgia-Florida line and this operation is for the purpose of accomodating through passengers only and that public convenience and necessity will be served by granting such application.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that Coleman Motor Lines be and it is here-

by authorized to operate over State Road No. 11 between Monticello, Florida and the Georgia-Florida State line on the following schedule:

	SOUTHBOUND	NORTHBOUND
Thomasville	Lv. 4:00 PM	Ar. 5:50 PM
State Line	Ar. 4:30 PM	Ar. 5:20 PM
Monticello	Ar. 4:50 PM	Lv. 5:00 PM

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 1st day of November 1934.

**ORDER NO. 706,
DOCKET NO. 100-6.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: JOINT PETITION OF ST. JOHNS RIVER LINE COMPANY AND OF McLEOD LINE, INC., FOR APPROVAL OF TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 39 FROM McLEOD LINE, INC., TO ST. JOHNS RIVER LINE COMPANY.

1. Pursuant to Notice No. 472 dated July 3, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on July 18th and 19th, 1934. And then and there appeared the following:

For the petitioners:

J. A. Bliss, G. F. Tresher and Clifford English.
For protestants:

A. Y. Milam representing Central Truck Lines, Inc., and Claude Pepper representing L. & L. Freight Lines.

2. At the conclusion of the hearing above mentioned this matter was set down for further hearing

on August 15, 1934 and was postponed from time to time. Pursuant to Notice No. 483 this matter was further heard on October 30, 1934.

3. It appearing that all parties entitled to notice and to be heard have had such notice and hearing, and the Railroad Commission being fully advised in the premises, and having made findings and reached conclusions as expressed in its opinion this date filed in this cause and made a part hereof, thereupon makes the following order:

(a) That the sale and transfer of all the rights of the McLeod Lines, Inc., in and to Certificate of Public Convenience and Necessity No. 39 to St. Johns River Line Company be and the same is hereby APPROVED.

(b) That the operative rights of St. Johns River Line Company and McLeod Line, Inc., are separate and distinct and the St. Johns River Line Company shall continue to operate them as such until the further order of this Commission.

It is further ORDERED that this order shall be and become effective when the St. Johns River Line Company shall have filed the necessary reports covering the operation of McLeod Line, Inc., and paid all mileage taxes and other legal obligations to the State of Florida due by McLeod Line, Inc.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 2nd day of November 1934.

OPINION

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: JOINT PETITION OF ST. JOHNS RIVER
LINE COMPANY AND OF McLEOD LINE, INC.,
FOR AUTHORITY TO TRANSFER CERTIFICATE

OF PUBLIC CONVENIENCE AND NECESSITY
NO. 39 FROM McLEOD LINE, INC., TO ST. JOHNS
RIVER LINE COMPANY.

The St. Johns Transportation Company was awarded Certificate of Public Convenience and Necessity No. 80 as a matter of right authorizing motor vehicle service by truck from Sanford to Orlando; Sanford to Daytona via Osteen and New Smyrna and from Sanford to Leesburg via Mt. Dora, Eustis and Tavares. By Order No. 256 dated November 6, 1930, St. Johns Transportation Company was further given the right to operate between Palatka and Ocala serving Colby Landing. St. Johns River Line Company was then organized and by Order No. 316 dated November 5, 1930 Certificate of Public Convenience and Necessity No. 80, and all rights under said Certificate were transferred from St. Johns Transportation Company to St. Johns River Line Company. Later, and by Order No. 418 dated January 5, 1932 this Commission authorized an extension of Certificate No. 80 to include the operation of a freight service between Ocala and Astor, and by the same order revoked the authority of the St. Johns River Line Company to operate from Palatka to Ocala and from Colby Landing to Ocala.

At the time of the granting of Certificate of Public Convenience and Necessity No. 80, St. Johns Transportation Company was operating boats on the St. Johns River from Jacksonville to Sanford and since the change of the name of St. Johns Transportation Company to St. Johns River Line Company the operation of boats from Jacksonville to Sanford has been continued by St. Johns River Line Company. The truck service authorized by St. Johns River Line Company has been in connection with the boat service.

By Order No. 1185—Docket No. 1219 dated September 19, 1934 the Railroad Commission assumed jurisdiction over the operation of boats on the St. Johns river and required the St. Johns River Line Company and other companies operating boats on the St. Johns River and East Coast canal to file with it their tariffs of rates and charges used by them in such operation.

By Order No. 41 dated August 14, 1929 Certificate of Public Convenience and Necessity No. 39 was issued to McLeod Line, Inc., as a matter of right authorizing it to operate a truck service from Tampa to Sarasota and intermediate points, and from Tampa to Lakeland, Winter Haven and Bartow and intermediate points, transporting freight. By Order No. 473 dated July 21, 1932 the sale of Certificate of Public Convenience and Necessity No. 59 from Herald Truck Line to McLeod Line, Inc., was approved by which McLeod Line, Inc., was authorized to operate from Tampa to Lake Placid via Plant City, Lakeland and Haines City and thence to Lake Wales, Babson Park, Frostproof, Avon Park and Sebring to Lake Placid and returning from Lake Placid to Tampa over Highway No. 8. Later, and by Order No. 649 dated February 8, 1934 a portion of the routes authorized by Certificate No. 39, and amendments thereto, was sold by McLeod Line, Inc., to Ridge Truck Line, Inc.

The matter now before the Commission is the joint petition of McLeod Line, Inc., and St. Johns River Line Company to approve the sale and transfer of all rights of McLeod Line, Inc., under Certificate of Public Convenience and Necessity No. 39 to St. Johns River Line Company.

The evidence shows that the Board of Directors of McLeod Line, Inc., has duly and properly authorized the transfer of this Certificate and the Board of Directors of St. Johns River Line Company has duly authorized the purchase from McLeod Line, Inc., of its Certificate No. 39. That St. Johns River Line Company has agreed to file all reports required by law and the rules of this Commission and agreed to assume all the mileage tax and any other debts due to the State of Florida by McLeod Line, Inc. That the joint application of St. Johns River Line Company and McLeod Line, Inc., is in all other respects in proper form.

At the hearing on this matter Central Truck Lines, Inc., through its counsel, offered for filing a cross petition setting up the history of the operations of the St. Johns River Line Company and of McLeod Line, Inc., and contending in said cross petition that the joint petition of St. Johns River Line Company

and McLeod Line, Inc., for approval of the transfer of Certificate No. 39 from McLeod Line, Inc., to St. Johns River Line Company should be denied in the absence of proof of public convenience and necessity supporting what the cross petitioner claimed to be a new and additional through service between the points now served by both the St. Johns River Line Company and McLeod Line, Inc., and further objected to the approval of the application by reason of the fact that the Commission had not at that time taken jurisdiction over the operations of the boats of the St. Johns River Line Company and, therefore, it would permit an unregulated freight carrier to acquire the Certificate of a regulated carrier and thereby the combination of Certificates would destroy the power of the Commission to regulate the rates of a highway carrier whose rates were previously subject to regulation; and upon the further ground that the practice of interchange between a regulated and unregulated carrier should not be permitted.

At the hearing a Motion to Strike the cross petition on the grounds that the matters set up therein were irrelevant and immaterial was denied by the Commission and the petitioners herein were granted a continuance for the purpose of filing an answer to said cross petition.

In the meantime, and as heretofore stated, the Commission issued its order taking jurisdiction of the rates and operations of the boats of the St. Johns River Line Company on the St. Johns river and the East Coast Canal. At the further hearing a further Motion to Strike the cross petition of Central Truck Lines, Inc., was filed by the St. Johns River Line Company on the ground that the Commission had now taken jurisdiction of the boat operations of the movant and that, therefore, the matters and things set forth in said cross petition were immaterial and irrelevant and res judicata. This motion was taken under advisement until the final hearing in this matter.

The first question raised by the cross petition of Central Truck Lines, Inc., as to whether or not it is proper to permit regulated carriers, whose operations are strictly regulated as to rates, to interchange with

an unregulated carrier, such as a boat line, under circumstances where the Commission would completely lose jurisdiction and control of the rates is now moot since the Commission has, after due hearing, issued its order assuming jurisdiction over the unregulated carriers, that is the boat lines and said boat lines have acknowledged this jurisdiction by filing with this Commission their tariffs of rates and charges.

The second legal question raised by the cross petition that there is no lawful authority by which the Commission may permit the carrier authorized in local distribution only and for operation in a so-called local trade territory to extend its service by interchange with another local carrier in order that a new service may be established in through carriage without a showing of public convenience and necessity therefor, requires some further consideration and discussion.

Assuming that St. Johns River Line Company was authorized under its various certificates to operate in local distribution only, and for a local trade territory only, is that such question as can be properly raised in an application to purchase a certificate of another? In other words, would the approval of the sale and transfer by McLeod Line, Inc., of Certificate of Public Convenience and Necessity No. 39 to St. Johns River Line Company per se operate to authorize through service and joint rates?

Section 3 of Chapter 14,764 provides that no Certificate of Public Convenience and Necessity may be assigned or transferred without the consent of the Railroad Commission. It further provides that applications for such transfer or assignment shall be filed jointly by the assignor and assignee and shall be subject to the same provisions as to public hearing and notice as original applications for Certificates. It is further provided that the Commission may alter, restrict or modify the terms and provisions of any such Certificate and impose restrictions on such transfer where the public interest may be best served thereby or transportation facilities within the territory or on the route involved may be safeguarded or improved in the interest of the **public**. The interests of the **public** are primarily safeguarded by the statute. It is also

true that regulation involves the protection from competition by reason of the fact that destructive competition would render existing transportation agencies incapable of providing adequate transportation to the public. The interests of the public are paramount and public convenience and necessity is to be safeguarded even though such safeguard of the rights of the public may seemingly transgress against the rights of competing transportation companies.

The mere sale or transfer of a Certificate does not require public convenience and necessity to be considered as that term is used in the granting of an original certificate. It is also true that the provision of the statute which requires the Commission to give existing transportation agencies the right to furnish service along a route or on a schedule, provided public convenience and necessity requires further transportation in that field, does not apply to the transfer or assignment of a certificate per se.

It has been argued before the Commission that the approval of a transfer of a Certificate from one transportation company to another would give the assignee of such Certificate the authority, as a matter of right, to link up their operative rights under said Certificates and thus form a through service. This argument proceeds upon an erroneous assumption and the result reached by it is not sound. It may be true that a franchise held by a street railroad to use and occupy a street would authorize that street railroad to link up and extend its line by combining different franchises to occupy different streets within a city. A Certificate of Public Convenience and Necessity, however, is distinctly different from the grant of a franchise to use and occupy streets. The franchise to use and occupy streets is a grant of a limited property right for the use of public streets, while a Certificate of Public Convenience and Necessity is strictly a regulatory measure, and the granting or withholding of a Certificate is an exercise of the power of the State to determine whether the rights and interests of the general public will be advanced by the prosecution of the enterprise which it is proposed to carry on for the service of the public.

(SEE: PEOPLE EX REL N. Y. EDISON CO.,
—VS— WILLCOX 207 N. Y. 86; 100 N. E. 705))

Therefore it is clear that operative rights under Certificates separately granted cannot be lawfully combined for the establishment of a through service without first obtaining approval of the Railroad Commission and public convenience and necessity must be shown at that time for the linking up of such local operations.

It seems clear from the evidence in this case that while the stock ownership of McLeod Line, Inc., and the ownership of St. Johns River Line Company has for sometime been in the same hands that these operations have been continued as though they were separate operations of the two companies. (R 45) That there is now a difference in the schedules between the departure of the trucks of McLeod Line, Inc., for Tampa and the arrival of the trucks of the St. Johns River Line Company at Orlando of anywhere from ten to twenty-three and a half hours. (R. 48) It further appears from the evidence that the St. Johns River Line Company in soliciting business at Jacksonville for Tampa, while the argument is made that this business can be transported upon a depressed water rate, it is also represented to the shipper that the operation will require more than twenty-four hours longer over this particular route than it would over other routes operated out of Jacksonville. (R. 50)

The question therefore in this particular proceeding is whether or not there may be a material saving in the overhead operations of the two companies by combining the Certificates in one name and thus be enabled to combine the office force, the reporting to the Commission and other administrative expenses. If at some future time the St. Johns River Line Company after having acquired the Certificate of McLeod Line, Inc., desires to change the schedule of the two companies so as to form a through service and so as to prescribe joint rates for such service that must come before the Commission upon a separate application and public convenience and necessity must be shown for the through service.

This seems to be the holding of the California Commission in several cases.

In the case of:

IN RE: WESTERN MOTOR TRANSPORTATION COMPANY, P. U. R. 1922 C, page 12,
it said:

"We think it is clear from what has been shown that operative rights under certificates separately granted cannot be lawfully combined for the establishment of a through service without first obtaining from the Railroad Commission a certificate of public convenience and necessity authorizing the through service."

"When the establishment of a through service by the linking up of local operations is the sole object sought to be obtained by an application, due consideration must, of course, be given to this circumstance as one factor in determining public convenience and necessity."

Again in the case of HARRY N. BLAIR —vs— COAST TRUCK LINE, INC., P. U. R. 1922 D, page 588, the California Railroad Commission, with this point before it, found:

"It is obvious that the Commission cannot and will not approve the transfer of operative rights and allow in such transfer the expansion of operative rights as regards territory heretofore restricted when the operative rights are in the possession of an individual. The prayer of applicants is not for the expansion of their rights to cover territory heretofore restricted and, before the Commission could so authorize expansion of territory, it would be necessary for applicants to be before us in a proceeding seeking to establish public convenience and necessity as regards the restricted territory and protestants of other competing lines would receive notice of such proceeding that they might meet at a public hearing the particular issues defined."

In the case of In re: VALLEY TRANSIT COMPANY, P. U. R. 1925 E, page 586, the California Commission again states the law to be,

"However, in our opinion, the linking up of the lines of the two companies is an expansion and enlargement of the present operative rights and the creation of a new transportation service requiring a new certificate of public convenience and necessity."

In the case of In Re HIGHWAY TRANSPORT COMPANY, P. U. R. 1926, page 172, the California Commission stated the law to be:

"We have held that a transportation company owning two separate connecting operative rights cannot lawfully operate a through service over such operative rights without first securing an additional certificate authorizing such through service."

The Commission then quoted from its opinion:

"We think it is clear from what has been shown that operative rights under certificates separately granted cannot be lawfully combined for the establishment of a through service without first obtaining from the Railroad Commission a certificate of public convenience and necessity authorizing the through service'."

"There appears to be no substantial difference between establishing joint rates over separate connecting lines operated by different transportation companies, and publishing through rates over distinct connecting operative rights maintained by one company. In either event there is an enlargement of the rights originally conferred by the certificates creating the separate operative rights; in both cases a through route is created, entirely distinct from each of the constituent routes which are covered by separate certificates. ****We, therefore, conclude that the permission of the Commission is a necessary prerequisite to the establishment of through rates between points on applicant's separate operative rights."

That from the evidence of record in this cause the Commission makes the following findings:

(1) This is a joint petition for the transfer of a Certificate of Public Convenience and Necessity No. 39 from McLeod Line, Inc., to St. Johns River Line Company and the applicants have complied with all of the legal requirements for approval of the transfer of Certificate of one transportation company to another.

(2) That there is no prayer in the joint petition for the linking up of local operations so as to set up or establish a through service; and that there is no prayer in the application for the expansion of their rights under said Certificate.

(3) That it is contemplated that the approval of this application would confer no further rights upon St. Johns River Line Company than McLeod Line, Inc., now holds under said Certificate No. 39.

(4) That if a through service and joint rates have been perfected and an expansion of the rights of the St. Johns River Line Company and of McLeod Line, Inc., have been affected heretofore through the stock ownership and control of McLeod Line, Inc., by St. Johns River Line Company the same is illegal and is not condoned nor approved by this Order and is hereby condemned and St. Johns River Line Company is hereby ORDERED to cease and desist from such practices until an order has been obtained from this Commission authorizing such operation.

Based upon the above findings, and the evidence of record in this cause, the Commission is of opinion that the Motion to Strike the cross petition of Central Truck Lines, Inc., filed herein on October 22, 1934, should be granted and that the joint petition of St. Johns River Line Company and McLeod Line, Inc., for approval of transfer of Certificate of Public Convenience and Necessity No. 39 from McLeod Line, Inc., to St. Johns River Line Company should be granted.

An appropriate Order will be entered.

RAILROAD COMMISSION OF FLORIDA

Dated at Tallahassee, Florida, November 2, 1934.

**ORDER NO. 707,
DOCKET NO. 100-8.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: PETITION OF McLEOD LINE, INC., FOR
AUTHORITY TO INCREASE ITS SCHEDULE BE-
TWEEN TAMPA AND ORLANDO, FLORIDA.**

1. Pursuant to Notice No. 483 dated October 11, 1934 this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on October 30, 1934. And then and there appeared the following:

For petitioner:

Edith M. James.

For protestants:

A. Y. Milam, representing Central Truck Lines, Inc., and Claude Pepper, representing L. & L. Freight Lines.

2. McLeod Line, Inc., by its application desires an additional schedule between Tampa and Orlando, the purpose of which seems to be to provide a through service by connection with St. Johns River Line Company from Jacksonville to Tampa via Orlando. The Commission having considered this matter, and in view of its findings and Order No. 706 this date entered in Docket No. 100-6, joint petition of St. Johns River Line Company and McLeod Line, Inc., for approval of Certificate of Public Convenience and Necessity No. 39 from McLeod Line, Inc., to St. Johns River Line

Company, by which it approved the sale and transfer of said Certificate but required that any change of schedule looking to a through service and joint rates could only be approved by this Commission upon a showing of public convenience and necessity,

It is, therefore, **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of McLeod Line, Inc., for permission to increase its schedule between Orlando and Tampa be and the same is hereby **DENIED** without prejudice to St. Johns River Line Company to renew its application under the terms and conditions as set forth in Order No. 706 heretofore referred to.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 2nd day of November 1934.

**ORDER NO. 708,
DOCKET NO. 100-2.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: CERTIFICATE OF PUBLIC CONVENIENCE
AND NECESSITY NO. 10 ISSUED TO STRICK-
LAND TRANSPORTATION COMPANY AND NOW
HELD BY RAYMOND PAWLEY THROUGH
FORECLOSURE PROCEEDINGS INSTITUTED IN
THE CIRCUIT COURT OF THE THIRTEENTH
JUDICIAL CIRCUIT FOR HILLSBOROUGH
COUNTY AND DEED EXECUTED BY SPECIAL
MASTER IN CHANCERY APPOINTED BY SAID
COURT.**

1. This matter being before the Commission this day upon the application of Raymond Pawley for the ratification and approval of certain proceedings, by virtue of which a mortgage upon Certificate of Public Convenience and Necessity No. 10, formerly vested in the Strickland Transportation Company, a corporation, was foreclosed, and it appearing from the sworn peti-

tion of said Raymond Pawley that the said Certificate of Public Convenience and Necessity No. 10, authorizing the transportation of freight by motor vehicles over certain of the highways of the State of Florida for compensation, was the subject of a mortgage by Strickland Transportation Company, which was for a valid consideration, and which upon default, was duly foreclosed by the said Raymond Pawley, the holder and owner of said mortgage and the obligation secured thereby in a suit against the said Strickland Transportation Company, a corporation, in the Circuit Court of Hillsborough County, Florida, in Chancery, and there being submitted to the Commission with said petition a certified copy of the special master's deed conveying the said certificate by virtue of the authority of the final decree of foreclosure in said proceedings, to the said Raymond Pawley as purchaser at the said foreclosure sale, and the said Raymond Pawley moving this Commission to recognize and take notice of said mortgage foreclosure proceedings and to take notice of him, the said Raymond Pawley, as substituted for the said Strickland Transportation Company, by virtue of said proceedings, and the Commission being advised by its own records and files that the certificate rights to engage in the transportation of freight by motor vehicles over certain of the highways of the State of Florida for compensation, authorized by said Certificate of Public Convenience and Necessity No. 10, are being exercised and performed by Coast to Coast System, Inc., as lessee from the said Strickland Transportation Company, which said lease was a five year lease, and has been approved by this Commission, and the Commission being advised in the premises concerning the said application of said Raymond Pawley:

It is CONSIDERED, ORDERED AND ADJUDGED that this Commission does hereby, therefore, adjudge the said mortgage foreclosure proceedings to be prima facie valid and regular, and does hereby recognize, take notice of and give effect to the same.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 16th day of November, A. D., 1934.

**ORDER NO. 709,
DOCKET NO. 100-106.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: COMPLAINT AGAINST SUDDATH MOV-
ING & STORAGE COMPANY OF JACKSON-
VILLE, FLA., FOR VIOLATION OF THE TERMS
AND CONDITIONS OF CERTIFICATE OF PUB-
LIC CONVENIENCE AND NECESSITY NO. 88.**

1. By Order No. 699 dated October 10, 1934, this Commission imposed certain penalties upon Suddath Moving and Storage Company for violations of the terms and conditions of its Certificate of Public Convenience and Necessity, and it is now appearing that said respondent has satisfied the judgment of this Commission by paying a fine of \$50.00 as imposed in said Order:

It is, therefore, **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the payment of said fine of \$50.00 be and the same is hereby considered as full compliance with the judgment of the Commission entered herein, and the said Suddath Moving & Storage Company of Jacksonville, Florida, is hereby authorized to continue its operations under its said Certificate.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 14th day of November 1934.

**ORDER NO. 710,
DOCKET NO. 260.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF JOHN E. LEWIS, DOING
BUSINESS AS LEWIS TRUCKING COMPANY OF
TAMPA, FLORIDA, FOR CERTIFICATE OF PUB-
LIC CONVENIENCE AND NECESSITY AS A**

**CONTRACT CARRIER TRANSPORTING
FREIGHT FOR SINCLAIR REFINING COMPANY.**

1. Pursuant to Notice No. 472 dated July 3, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on July 17, 1934.

Stanton Walker appeared for applicant.

F. B. Langley and George A. E. Sutton represented Atlantic Coast Line Railroad Company.

Russell L. Frink and B. N. Bronson appeared for Receivers of Florida East Coast Railway.

W. J. Oven and F. H. Bryant appeared for Receivers of Seaboard Air Line Railway Company.

H. H. Simms represented Atlanta and St. Andrews Bay Railway Company.

2. At the hearing objection was entered to the introduction of what purported to be a contract of the Sinclair Refining Company and the applicant on the ground that said contract was not a mutually enforceable contract as between the parties. This matter was argued in full by all parties to the cause. Thereupon counsel for the applicant moved that a continuance of this case be had for the purpose of permitting him to present a contract that would meet the objections of the protestants and of the Commission. Thereupon this motion was allowed and the case continued to be set for a future date.

3. Pursuant to Notice No. 483 dated October 11, 1934, this matter came on for hearing before the Railroad Commission on October 30, 1934. At this time the applicant moved that this cause be dismissed without prejudice.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of John E. Lewis, doing business as Lewis Trucking Company, be and the same

is hereby DISMISSED without prejudice to its being refiled at a later date.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 9th day of November 1934.

ORDER NO. 711.
DOCKET NO. 100-77.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: REHEARING OF APPLICATION OF NATIONAL CONVOY & TRUCKING COMPANY FOR AUTHORITY TO TRANSPORT AUTOMOBILE PARTS UNDER CONTRACT WITH THE FORD MOTOR COMPANY UNDER ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 122.

1. Pursuant to Notice No. 483 dated October 11, 1934, this matter came on for hearing before the Railroad Commission at its office in the Supreme Court Building, Tallahassee, Florida, on October 30, 1934.

2. It appears that by Order No. 654, dated February 15, 1934, a motion of the applicant, National Convoy & Trucking Company, to reopen this case for the sole purpose of submitting a written contract between it and the Ford Motor Company was denied without prejudice to the said National Convoy & Trucking Company to renew its application under the law and rules of this Commission. Thereupon National Convoy & Trucking Company filed its motion to reopen the whole case and the said matter was set down for a general hearing at which the Commission was to consider all matters properly and legally pertaining thereto.

3. This matter was thereupon set down for hearing for May 21, 1934 and at that time postponed to a later date, and was by Notice No. 472 set down for hearing on July 17, 1934. Hearing on this application

was thereupon postponed again and finally came on for hearing on this date. Whereupon applicant moves that this cause be dismissed without prejudice.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of National Convoy & Trucking Company to transport automobile parts under contract with Ford Motor Company be and the same is hereby **DISMISSED** without prejudice to the applicant renewing said application at a later date.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 9th day of November 1934.

**ORDER NO. 712,
DOCKET NO. 270.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF MONTCALM PULASKI
WATSON OPERATING AS WEST COAST TRANS-
FER COMPANY OF CEDAR KEY, FLORIDA, FOR
CERTIFICATE OF PUBLIC CONVENIENCE AND
NECESSITY TO OPERATE A FREIGHT SERVICE
BETWEEN CEDAR KEY AND GAINESVILLE,
FLORIDA, ON MONDAY, WEDNESDAY AND
FRIDAY, OF EACH WEEK.**

1. Pursuant to Notice No. 483 dated October 11, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on October 30, 1934. And then and there appeared the following:

For the applicant—Montcalm Pulaski Watson.

Other appearances—A. Y. Milam, representing Central Truck Lines, Inc., F. B. Langley and G. A. K. Sutton representing Atlantic Coast Line

Railroad Company and J. H. Tench, Rate Expert,
Florida Railroad Commission.

2. It appears from the testimony taken herein that the applicant desires to furnish service as between Cedar Key and Gainesville, Florida, on three days a week and that since the Blue Bus Lines ceased its operations there is no service by common carrier into Cedar Key. The applicant also desires to serve Bronson, Archer, Otter Creek, Wylie and intermediate points between Gainesville and Cedar Key. University City Transfer Company also serves Bronson and Archer but does not serve Cedar Key. Applicant has an arrangement with University City Transfer Company by which fish originating in Cedar Key and transported to Gainesville will be delivered to University City Transfer Company for further transportation and University City Transfer Company will deliver to the applicant freight destined for Cedar Key.

3. The applicant proposes to operate on a schedule leaving Cedar Key at 10 o'clock A. M., and reaching Gainesville at 12 o'clock noon, and returning leave Gainesville at 2 o'clock P. M., and arriving at Cedar Key at 4:30 P. M., three days a week, namely, Monday, Wednesday and Friday. That it has had numerous requests for this service by reason of the fact that since the abandonment of the rail service into Cedar Key, and the more recent abandonment of the bus service, there is no other common carrier service into Cedar Key.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Montcalm Pulaski Watson, doing business as West Coast Transfer Company, for a Certificate of Public Convenience and Necessity operating as a common carrier transporting freight between Cedar Key and Gainesville, Florida, on Monday, Wednesday and Friday of each week be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 28th day of November 1934.

**ORDER NO. 713.
DOCKET NO. 100-6.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF L. & L. FREIGHT LINES,
INC., OF JACKSONVILLE, FLORIDA, FOR AN
EXTENSION OF ITS CERTIFICATE NO. 14, TO
INCLUDE AN OPERATION BETWEEN JACK-
SONVILLE AND THE GEORGIA STATE LINE
OVER STATE HIGHWAY NO. 3 IN INTERSTATE
CARRIAGE ONLY.**

1. Pursuant to Notice No. 472 dated July 3, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on July 18, 1934. And then and there appeared the following:

For the applicant—Claude Pepper.

For protestants—W. J. Oven and F. H. Bryant, representing Seaboard Air Line Railway; F. B. Langley and Geo. A. K. Sutton, representing Atlantic Coast Line Railroad Company.

2. It appears from the testimony on record in this case that L. & L. Freight Lines, Inc., is a certificated common carrier of freight over the highways of the State of Florida under Certificate of Public Conveniences and Necessity No. 14 issued by the Railroad Commission. That under such certificate it is authorized to operate from Jacksonville to Miami and Miami to Palm Beach and from Palm Beach to the lake section and thence into Jacksonville. That it now seeks an extension of its Certificate so that it may be authorized to operate in interstate commerce only between Jacksonville, Florida, and the Georgia State line over State Highway No. 3. That it is not the purpose of the applicant to perform any intrastate service in this operation but to operate in interstate service only. That it proposes to operate a daily schedule leaving Jacksonville at 10 o'clock P. M., arriving at the State line at 11:30 P. M., and on the return trip it will arrive at the State line at 5:30 A. M., and arrive in Jack-

sonville at 7:30 A. M. It further appears that this highway over which the applicant proposes to operate is not congested to such an extent that the granting of this application would materially increase the hazard of operation on said highway and that the ultimate destination of the operation is South Carolina and that no intrastate freight will be picked up or delivered between Jacksonville and the Georgia-Florida State line.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of L. & L. Freight Lines, Inc., for an extension of its Certificate of Public Convenience and Necessity No. 14, to authorize a daily operation as between Jacksonville, Florida, and the Georgia-Florida State line in interstate commerce only be and the same is hereby **GRANTED** effective December 1, 1934.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 22nd day of November 1934.

**ORDER NO. 714,
DOCKET NO. 100-138.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF ST. ANDREWS BAY
TRANSPORTATION COMPANY OF PANAMA
CITY, FLORIDA, TO OPERATE IN FREIGHT
SERVICE BETWEEN COTTONDALE AND MARI-
ANNA OVER HIGHWAY NO. 1, AND FROM
MARIANNA TO THE ALABAMA-FLORIDA
STATE LINE OVER HIGHWAY NO. 6 WITH
CLOSED DOORS FROM COTTONDALE TO MARI-
ANNA.**

1. Pursuant to Notice No. 487 dated November 13, 1934, this matter came up for formal hearing before the Railroad Commission of the State of Florida

at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on November 26, 1934.

H. H. Simms appeared for the applicant.

2. It appears from the evidence in this case that the applicant St. Andrews Bay Transportation Company operates a passenger service between Panama City and Cottdale over Road No. 20, thence to Marianna over Road No. 1, and thence from Marianna to the Florida-Alabama State line over State Highway No. 6. It further appears that it also operates a freight service between Panama City and Cottdale over Highway No. 20, and thence to Florida-Alabama State line over Highway No. 6. It now desires to operate its freight service over the same route it now operates its passenger service. That is to say, it desires to operate its freight service from Panama City to Cottdale over State Road No. 20, thence from Cottdale to Marianna over State Highway No. 1, thence from Marianna to Florida-Alabama State line over Highway No. 6. This will involve the abandonment of service from Cottdale to the junction with State Road No. 6, and the operation over that part of State Road No. 6 from Marianna to said junction which it does not have. It further appears that there are no carriers operating on that part of Road No. 6 as between Marianna and the Florida-Alabama State line. There are, however, carriers both by rail and motor operating over Highway No. 1 between Cottdale and Marianna.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that St. Andrews Bay Transportation Company be and it is hereby authorized to change its freight operations so as to operate from Panama City to Cottdale over Highway No. 20, thence to Marianna over Highway No. 1, and thence from Marianna to Florida-Alabama State line over Highway No. 6. Provided, however, that the operation over Highway No. 1, between Cottdale and Marianna shall be with closed doors.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in

the city of Tallahassee, Florida, this 26th day of November 1934.

**ORDER NO. 715,
DOCKET NO. 100-15.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: APPLICATION OF BEE LINE TRANSFER
OF TAMPA, FLORIDA, FOR AUTHORITY TO OP-
ERATE AN ADDITIONAL SCHEDULE BETWEEN
TAMPA AND ST. PETERSBURG, FLORIDA.**

1. Pursuant to Notice No. 480 dated September 27, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on October 15, 1934. And then and there appeared the following:

For the applicant—J. F. Baya.

For the protestants—A. Y. Milam, representing Central Truck Lines, Inc., and W. J. Oven, representing Receivers of Seaboard Air Line Railway Company.

2. It appearing that all persons entitled to notice and hearing have had such notice and have been heard, and the Commission being fully advised in the premises do find as follows:

(a) It appears that by Order No. 9, dated August 8, 1929, Bee Line Transfer was granted Certificate of Public Convenience and Necessity No. 9, as a matter of right to operate as a common carrier transporting freight between St. Petersburg and Tampa. That it has been operating since said time two schedules leaving Tampa at 1:30 P. M., and 5:30 P. M. That at the time said schedules were granted in 1929 they were sufficient to efficiently take care of the freight offered to the applicant. That at that time it operated only two trucks. That the tonnage now offered to it has

increased to such an extent that it requires five trucks running as double headers on these schedules to move said tonnage. That by reason of having to operate these trucks as double-headers on the afternoon schedules it is difficult and often impossible to unload the freight in St. Petersburg until the next day. That the applicant has had repeated requests from its shippers to speed up its schedules so that it may be enabled to transport its freight from Tampa and deliver the same day in St. Petersburg.

(b) Exhibit No. 1, filed in this proceeding indicates that the applicant moved freight as follows:

3,020,429	pounds	in	1931
4,486,113	"	"	1932
3,834,515	"	"	1933

and for the first nine months of 1934, it has moved 6,880,877 pounds. That it is impossible to move this freight on the two schedules it now has unless it runs several double-headers on each trip and the freight would therefore be so badly delayed that it would be impossible to deliver the same in St. Petersburg until the following day. That a schedule between points like Tampa to St. Petersburg, only twenty miles apart, which will not permit delivery of freight as between said points the same day it is given to the carrier for delivery is an unreasonable schedule and under the law this Commission is authorized to require reasonable schedules to be operated by carriers under its jurisdiction.

(c) That Central Truck Lines, Inc., and Coast to Coast System, operate a motor freight service between Tampa and St. Petersburg and both the Atlantic Coast Line Railroad Company and Seaboard Air Line Railway operate a daily service between Tampa and St. Petersburg, and it was the contention of these carriers that they provided adequate service as between Tampa and St. Petersburg and that any additional schedule granted to the applicant would impair their ser-

vice. The applicant contends on the other hand that it only desires this additional schedule in order to take care of the freight that is now offered it, and, in its opinion, it would not take any freight from other carriers by this additional schedule.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Bee Line Transfer be and it is hereby authorized to operate an additional schedule between Tampa and St. Petersburg as follows:

Lv. Tampa	9 AM	Ar. St. Petersburg	10 AM.
Lv. St. Petersburg	1 PM.	Ar. Tampa	2 PM.

This order to become effective as of November 1, 1934.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 31st day of October 1934.

ORDER NO. 716,
DOCKET NO. 216.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF L. R. POWELL, JR., AND HENRY W. ANDERSON AS RECEIVERS OF AND FOR SEABOARD AIR LINE RAILWAY COMPANY OF NORFOLK, VIRGINIA, FOR AUTHORITY TO OPERATE OVER STATE HIGHWAYS NOS. 5 AND 13 BETWEEN TAMPA AND BROOKSVILLE AND WALDO AND MORRISTON.

1. Pursuant to Notice No. 483 dated October 11, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on October 30, 1934. And then and there appeared the following:

For the applicant:

W. J. Oven and W. L. Stanley.

For the protestants:

A. Y. Milam, representing Central Truck Lines, Inc.

2. Testimony was taken at this hearing and all who desired to be heard were heard, and Central Truck Lines, Inc., through its counsel offered a motion to dismiss this application on the ground that there had been no affirmative showing of public convenience and necessity to support the application and that there had been affirmative showing that carriers now operating in the territory were able to furnish any service which the Commission saw fit to require. The Commission thereupon took this motion and the case under advisement.

3. Before any final order was entered in this cause the applicant, through its attorney, filed a petition to reopen this cause for the purpose of presenting additional evidence that was not before the Commission in the original hearing and not in possession of the applicant at the time of the original hearing. This motion was granted and by Notice No. 487 dated November 13, 1934 this matter was set down for hearing and was heard by the Commission on November 26, 1934. At this subsequent hearing the appearances were the same as at the original hearing. After having heard all parties desiring to be heard the Commission took the matter under advisement, and now being fully advised in the premises do find as follows:

(a) That the Receivers of the Seaboard Air Line Railway operate a daily through train from Baldwin to Tampa. That they consider it one of the most important freight trains they operate in that it transports through freight from the west into Florida. That they also operate another daily through freight from Tampa to Baldwin. That both of these trains run through the territory involved in this application but on account of the

speed of the trains they are unable to stop at all stations and give service. That on this account this carrier also operates what is known as a turn-around service leaving Waldo in the morning and going to Morriston and occasionally as far as Dunnellon returning to Waldo in the afternoon. That in addition it has a tri-weekly local freight between Tampa and Dunnellon and also a turn-around train operating from Tampa to Brooksville and back to Tampa. That by means of these trains it handles all kinds of freight including a large tonnage of perishables such as cucumbers, egg-plant, okra, corn, peppers and watermelons. That a great percentage of these perishables go to the eastern markets or the western markets and is a through movement. That many of these products are shipped by express. That these products must be at Waldo or at Tampa at a certain time in order to make the through train connection. That if it does not make this through express connection for the eastern markets it means twenty-four hours delay to the express. That these local and turn-around trains gather up these shipments but are not able to handle all of the L. C. L. freight shipments as between these points because of the fact that it is necessary to have these products arrive at Waldo at a certain closing hour in order to make the through train connections. That in many instances L. C. L. freight is left at these stations because these turn-around trains or local freights are not able to handle it. That it is the purpose of the receivers of the Seaboard Air Line Railway to substitute in part truck service for these turn-around trains and the greater part of the tonnage that would be transported on the trucks would be the express tonnage which must make through train connection. That the substitution of this truck service would enable the local freights to serve all of these stations and pick up and deliver freight because they would not be required to be on any particular schedule as it would not be necessary for them to make these through train connections. That the shipment of vegetables is a seasonal operation and that for a good part of the year these special turn-around trains that are operated between these

points could be abandoned and only the local freights operated and through this means a saving would be realized to the rail carrier of between \$8,000.00 and \$10,000.00 per year.

(b) That it is not the purpose of the applicants to make pick up and store door delivery at Tampa, Brooksville, Waldo or Morriston or any intermediate points with these motor vehicles. That it only proposes to transport express or through freight which is delivered to them at their railway stations. That the applicants are agents of the Railway Express Agency and transport such express as is delivered to them at their freight stations. That the Express Company picks up and delivers to the rail carrier at its depots and the applicant proposes to pick up this express from its own stations and transport it on its trucks along the highways to its stations and in no event to attempt to transport for the public generally or to pick up and deliver freight for the public.

That in its opinion it will not impair the operations of any motor carrier along said route as it only proposes to transport express and freight that it now transports over its rail line, and that this service is in fact a mere substitution of truck service for the rail service.

(c) A majority of the Commission is of opinion that the granting of this application would effect a considerable saving to the rail carrier in its operation of train service and that it is badly in need of additional revenue, and in addition would permit expedited service of express and through freight that would be of benefit to the public. But they are also of opinion that this substitution of truck service for rail service should only be permitted until business increases to such an extent as to warrant a resumption of train service when such truck service should be abandoned and this tonnage should move over the rails. The Motion to Dismiss is denied.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State

of Florida that the application of L. R. Powell, Jr., and Henry W. Anderson, as Receivers of and for the Seaboard Air Line Railway Company, to operate a daily motor vehicle common carrier service between Tampa and Brooksville and between Waldo and Morriston be and the same is hereby APPROVED, and they are hereby required to file with this Commission a schedule of proposed operations, and a full description of the motor vehicles proposed to be used in said service, upon condition however that when business increases to such an extent that it becomes profitable to transport the tonnage to be transported in motor vehicle over the rails that the motor vehicle operation be abandoned and the rail service be resumed.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 26th day of November 1934.

Commissioner Greene dissents.

**ORDER NO. 717,
DOCKET NO. 100-11.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF COAST TO COAST SYSTEM, INC., FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 52, TO OPERATE WITH CLOSED DOORS BETWEEN KISSIMMEE, FLORIDA, AND MELBOURNE, FLORIDA, OVER STATE HIGHWAY NO. 24, AS A COMMON CARRIER OF FREIGHT.

1. Pursuant to Notice No. 487 dated November 13, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on November 26, 1934. And then and there appeared the following:

For the applicant—H. H. Lowry and L. A. Raulerson.

For protestants—T. B. Smith, representing Tamiami Trail Tours.

2. Coast to Coast System, Inc., is now a certificated common carrier operating from Jacksonville down the east coast to Miami. It also operates under lease the former route of Strickland Transportation Company from Tampa to Lakeland, Kissimmee, Orlando and Daytona Beach. It now seeks the right to operate over State Highway No. 24 from Kissimmee to Melbourne with closed doors. It has been represented to the Commission that the applicant is now receiving a large tonnage at Tampa destined to east coast points in the vicinity of Melbourne. This additional tonnage requires extra equipment and its present method of operations requires it to run these full truck loads from Tampa to Daytona Beach and there connect with its operation from Jacksonville to Miami and intermediate points. That under the present schedule of its operations from Jacksonville to Miami and from Tampa to Daytona Beach this merchandise must be held at Daytona Beach a full day before it can move south to Melbourne and other points south of Daytona Beach on the east coast by reason of the fact that its schedule from Tampa to Daytona Beach causes this tonnage to arrive at Daytona Beach too late to catch the schedule southward. In addition it often has tonnage originating at Tampa for points between Melbourne and Daytona Beach and by using this operation from Kissimmee to Melbourne it would be enabled to deliver this freight on its northbound schedule from Miami to Jacksonville. This additional operation does not contemplate additional service but it will result in a more expeditious service to patrons who are already being served. It is the purpose of the applicant to continue its present service from Tampa to Daytona Beach but its second section that is now being run with overflow freight from Tampa to Daytona Beach will be run from Tampa to Kissimmee and thence across to Melbourne connecting with its southbound schedule from Jacksonville to Miami and thus speed up its service about twenty-four hours.

3. It is contended by Tamiami Trail Tours, who also operate from Tampa to Miami over the Tamiami Trail, that the granting of this operation will put the

Coast to Coast System in direct competition with it in the Miami trade territory. In answer to this the applicant says that it already serves all of these points, and that the granting of this application will not result in taking traffic away from Tamiami Trail Tours but will enable the applicant to shorten its delivery to its patrons and furnish a more reasonable service to them.

4. Although the applicant agrees to carry on this operation with closed doors from Kissimmee to Melbourne, it appears that the town of Holopaw is on this route and without any service by truck and the Commission is of opinion that applicant should serve this point also.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Coast to Coast System, Inc., to operate over State Highway No. 24 between Kissimmee and Melbourne for the purpose of making more expeditious delivery of merchandise from Tampa to its numerous patrons along the east coast of Florida with closed doors as to all intermediate points between Kissimmee and Melbourne, except Holopaw, which it is directed to serve, be and the same is hereby GRANTED under the following daily schedule:

Lv. Kissimmee 11:45 PM.	Ar. Melbourne 1:30 AM.
Lv. Melbourne 2:20 AM.	Ar. Kissimmee 4:00 AM.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 26th day of November 1934.

ORDER NO. 718,
DOCKET NO. 100-127.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: JOINT PETITION OF ED AND MARY M.
KETTNER, PARTNERS, DOING BUSINESS AS

GLADES "K" MOTOR LINE, FOR APPROVAL OF THE SALE AND TRANSFER OF ALL THE RIGHTS AND TITLE OF ED KETTNER IN AND TO CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 108, TOGETHER WITH TWO CERTAIN FORD STATION WAGONS, TO MARY M. KETTNER.

1. Pursuant to Notice No. 487 dated November 13, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on November 26th, 1934. No one appeared for petitioners and the matter was taken under advisement upon the petition and the record on file with the Commission.

2. It appears from the joint petition of Mary M. and Ed Kettner that said petitioners are the owners and holders of Certificate of Public Convenience and Necessity issued by this Commission on April 29, 1929 numbered 108, and that they have been operating under said Certificate under the firm name of Glades "K" Motor Line. It further appears that Ed Kettner has transferred, assigned and sold to Mary M. Kettner all of his right, title and interest in said Certificate, together with all property used in connection with the operation of the business authorized by said Certificate.

3. It further appears from a certified copy of a Final Decree of the Chancery Court in and for the Fifteenth Judicial Circuit in and for Palm Beach County, Florida, that on June 18, 1934, Mary M. Kettner was granted a license to take charge of and manage her own estate and property and be a free dealer in every respect.

4. It further appears that Mary M. Kettner has assumed all liabilities outstanding against the Glades "K" Motor Line imposed by law and the rules of this Commission, and has adopted in every respect all of the tariffs and supplements on file with this Commission of Glades "K" Motor Line and will continue to operate the same as has been heretofore done by petitioners.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the sale and transfer of all right, title and interest of Ed Kettner in and to Certificate of Public Convenience and Necessity No. 108, together with all property used in connection with the operations under said Certificate, to Mary M. Kettner be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 12th day of December 1934.

ORDER NO. 719,
DOCKET NO. 276.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF D. J. CURRAN OF JACKSONVILLE, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A PRIVATE CONTRACT CARRIER TRANSPORTING FREIGHT FOR THE GREAT ATLANTIC & PACIFIC TEA COMPANY FROM JACKSONVILLE, FLORIDA, TO GREEN COVE SPRINGS, PALATKA, CRESCENT CITY, FERNANDINA AND JACKSONVILLE BEACH IN THE STATE OF FLORIDA, AND BRUNSWICK IN THE STATE OF GEORGIA.

1. Pursuant to Notice No. 489 dated December 4, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on December 18, 1934.

Stanton Walker represented the applicant.

2. The applicant having exhibited the original contract between the Great Atlantic & Pacific Tea Company, a corporation, and himself, and having presented a sworn copy of said contract which said sworn

copy was presented in evidence, by which contract it appeared that the Great Atlantic & Pacific Tea Company had agreed to deliver a specified tonnage of its product for transportation by truck to specified points in the States of Georgia and Florida, and the said applicant having agreed to deliver such tonnage to such points for a specified rate set out in said contract, and having further agreed to conform with and abide by all of the rules and regulations legally prescribed by this Commission, and the contract entered into between the parties heretofore named appearing to be in due and legal form:

It is therefore, **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application for a Certificate of Public Convenience and Necessity to operate an auto transportation company in private contract carriage by D. J. Curran of Jacksonville, Florida, be and it is hereby approved, and Certificate of Public Convenience and Necessity is hereby awarded to said D. J. Curran to operate in private contract carriage between the points set out in said contract.

It is further **ORDERED** that this Order shall be and become effective and the said D. J. Curran is hereby authorized to begin operations under said contract on January 1st, 1935.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 18th day of December 1934.

**ORDER NO. 720,
DOCKET NO. 277.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF J. J. KELLY OF ORLANDO, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A PRIVATE CONTRACT CARRIER TRANSPORTING

FREIGHT FOR THE GREAT ATLANTIC & PACIFIC TEA COMPANY FROM JACKSONVILLE, FLORIDA, TO DeLAND, SANFORD, ORLANDO, WINTER PARK, PINE CASTLE, KISSIMMEE AND ST. CLOUD.

1. Pursuant to Notice No. 489 dated December 4, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on December 18, 1934.

Stanton Walker represented the applicant.

2. The applicant having exhibited the original contract between the Great Atlantic & Pacific Tea Company, a corporation, and himself, and having presented a sworn copy of said contract which said sworn copy was presented in evidence, by which it appeared that the Great Atlantic & Pacific Tea Company had agreed to deliver a specified tonnage of its product for transportation by truck to specified points in the State of Florida, and the said applicant having agreed to deliver such tonnage to such points for a specified rate set out in said contract, and having further agreed to conform with and abide by all of the rules and regulations legally prescribed by this Commission, and the contract entered into between the parties heretofore named appearing to be in due and legal form:

It is therefore, **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application for a Certificate of Public Convenience and Necessity to operate an auto transportation company in private contract carriage by J. J. Kelly of Orlando, Florida, be and it is hereby approved, and Certificate of Public Convenience and Necessity is hereby awarded to said J. J. Kelly to operate in private contract carriage between the points set out in said contract.

It is further **ORDERED** that this Order shall be and become effective, and the said J. J. Kelly is hereby authorized to begin operations under said contract on January 1, 1935.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 18th day of December 1934.

**ORDER NO. 721,
DOCKET NO. 278.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF J. B. STORMES, DOING BUSINESS AS TERMINAL TRANSFER COMPANY, OF JACKSONVILLE, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS PRIVATE CONTRACT CARRIER TRANSPORTING FREIGHT FOR THE GREAT ATLANTIC & PACIFIC TEA COMPANY FROM JACKSONVILLE, FLORIDA, TO WAYCROSS, GEORGIA.

1. Pursuant to Notice No. 489 dated December 4, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on December 18, 1934.

Stanton Walker represented the applicant.

2. The applicant having exhibited the original contract between the Great Atlantic & Pacific Tea Company, a corporation, and himself, and having presented a sworn copy of said contract which said contract was presented in evidence, by which contract it appeared that the Great Atlantic & Pacific Tea Company had agreed to deliver a specified tonnage of its product for transportation by truck to specified points in the States of Georgia and Florida, and the said applicant having agreed to deliver such tonnage to such points for a specified rate set out in said contract, and having further agreed to conform with and abide by all of the rules and regulations legally prescribed by this Commission, and the contract entered into be-

tween the parties heretofore named appearing to be in due and legal form:

It is therefore, **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application for a Certificate of Public Convenience and Necessity to operate an auto transportation company in private contract carriage by J. B. Stormes, doing business as Terminal Transfer Company of Jacksonville, Florida, be and it is hereby **APPROVED**, and Certificate of Public Convenience and Necessity is hereby awarded to said J. B. Stormes to operate in private contract carriage between the points set out in said contract.

It is further **ORDERED** that this Order shall be and become effective, and the said J. B. Stormes, doing business as Terminal Transfer Company, is hereby authorized to begin operations under said contract on January 1, 1935.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 18th day of December 1934.

**ORDER NO. 722,
DOCKET NO. 279.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF E. S. SMITH, OF JACKSONVILLE, FLORIDA FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A PRIVATE CONTRACT CARRIER TRANSPORTING FREIGHT FOR THE GREAT ATLANTIC & PACIFIC TEA COMPANY FROM JACKSONVILLE, FLORIDA TO ST. AUGUSTINE, HASTINGS, ORMOND, DAYTONA BEACH, PORT ORANGE, NEW SMYRNA, TITUSVILLE, COCOA AND MELBOURNE IN THE STATE OF FLORIDA; SAVANNAH IN THE STATE OF GEORGIA, AND CHARLESTON IN THE STATE OF SOUTH CAROLINA.

1. Pursuant to Notice No. 489 dated December 4, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on December 18, 1934.

Stanton Walker appeared for the applicant.

2. The applicant having exhibited the original contract between the Great Atlantic & Pacific Tea Company, a corporation, and himself, and having presented a sworn copy of said contract which said contract was presented in evidence, by which contract it appeared that the Great Atlantic & Pacific Tea Company had agreed to deliver a specified tonnage of its product for transportation by truck to specified points in the States of Georgia, Florida and South Carolina, and the said applicant having agreed to deliver such tonnage to such points for a specified rate set out in said contract, and having further agreed to conform with and abide by all the rules and regulations legally prescribed by this Commission, and the contract entered into between the parties heretofore named appearing to be in due and legal form:

It is therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application for a Certificate of Public Convenience and Necessity to operate an auto transportation company in private contract carriage by E. S. Smith of Jacksonville, Florida, be and it is hereby APPROVED, and Certificate of Public Convenience and Necessity is hereby awarded to said E. S. Smith to operate in private contract carriage between the points set out in said contract.

It is further ORDERED that this Order shall be and become effective, and the said E. S. Smith, is hereby authorized to begin operations under said contract on January 1, 1935.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 18th day of December 1934.

PERMITS GRANTED, 1934

PERMIT NO. 157. Granting Passenger Permit to Dime Taxi Company, Inc., Jacksonville, Florida, December 18, 1933.

PERMIT NO. 158. Granting Household Goods Permit to Bill Johnson Transfer Company, St. Petersburg, Florida. January 10, 1934.

PERMIT NO. 159. Granting Passenger Permit to Martin Minehan, Hollywood, Florida, January 11, 1934.

PERMIT NO. 160. Granting Passenger Permit to Mrs. Cecelia Segel, Daytona Beach, Florida, January 11, 1934.

PERMIT NO. 161. Granting Passenger permit to L. A. Walker, St. Petersburg, Florida, January 11, 1934.

PERMIT NO. 162. Granting Passenger Permit to J. E. Sasser, Jacksonville, Florida, January 11, 1934.

PERMIT NO. 163. Granting Passenger Permit to Duel Bros., Inc., St. Petersburg, Florida, January 11, 1934.

PERMIT NO. 164. Granting Passenger Permit to Edward M. Colton, Miami, Florida, January 17, 1934.

PERMIT NO. 165. Granting Passenger Permit to Augustus A. Drake, Belle Isle, No. 1, Miami Beach, Florida, January 17, 1934.

PERMIT NO. 166. Granting Passenger Permit to Yellow Taxicab & Transfer Co., Tampa, Florida, January 17, 1934.

Permit No. 167. Granting Passenger Permit to Frederick Becker, Miami, Florida, January 17, 1934.

PERMIT NO. 168. Granting Passenger Permit to Elmer Watkins, St. Petersburg, Florida, January 29th, 1934.

PERMIT NO. 169. Granting Passenger Permit to F. G. Richardson, St. Petersburg, Florida, January 30, 1934.

PERMIT NO. 170. Granting Passenger Permit to George W. Pomeroy, St. Petersburg, Florida, January 30, 1934.

PERMIT NO. 171. Granting Passenger Permit to Frank Eugene Wells, St. Augustine, Florida, January 30, 1934.

PERMIT NO. 172. Granting Passenger Permit to David W. Fisher, Miami, Florida, January 20, 1934.

PERMIT NO. 173. Granting Passenger Permit to W. A. Gilber, St. Augustine, Florida, February 3, 1934.

PERMIT NO. 174. Granting Passenger Permit to M. Miller, Miami Beach, Florida, February 3, 1934.

PERMIT NO. 175. Granting Passenger Permit to U Drive It Company, Miami, Florida, February 3, 1934.

PERMIT No. 176. Granting Passenger Permit to Joseph Farrell, Miami, Florida, February 3, 1934.

PERMIT NO. 177. Granting Passenger Permit to Mrs. Aileen Green, DeLand, Florida, February 2, 1934.

PERMIT NO. 178. Granting Passenger Permit to Mr. Wm. P. Duyer, Hollywood, Florida, March 1, 1934.

PERMIT NO. 179. Granting Passenger Permit to Terminal Cab Co., Jacksonville, Florida, April 1, 1934.

PERMIT NO. 180. Granting Passenger Permit to Richard Fulton, St. Augustine, Florida, April 23, 1934.

PERMIT NO. 181. Granting Passenger Permit to Joseph H. Woodward, Ft. Lauderdale, Florida, July 7, 1934.

PERMIT NO. 182. Granting Household Goods Permit to Maurice Dow, Melbourne, Florida, October 1, 1934.

PERMIT NO. 183. Granting Passenger Permit to Mrs. Celia Fenton Morgan, St. Cloud, Florida, October 24, 1934.

PERMIT NO. 184. Granting Passenger Permit to Leon Chapman Lantz, Jacksonville, Florida, October 24, 1934.

PERMIT NO. 185. Granting Passenger Permit to C. L. Swaggerty, Ft. Lauderdale, Florida, October 20, 1934.

PERMIT NO. 186. Granting Passenger Permit to Benjamin Franklin Morrison, St. Petersburg Florida, November 1, 1934.

PERMIT NO. 187. Granting Passenger Permit to Henry Isrial, St. Petersburg, Florida, November 1, 1934.

PERMIT NO. 188. Granting Passenger Permit to Lewis A. Walker, St. Petersburg, Florida, November 1, 1934.

PERMIT NO. 189. Granting Passenger Permit to Albert Erwin Slauson, Orlando, Florida, November 27, 1934.

PERMIT NO. 190. Granting Passenger Permit to Jacob Lang, St. Petersburg, Florida, December 10, 1934.

PERMIT NO. 191. Granting Passenger Permit to Arthur F. Peer, St. Petersburg, Florida, December 15, 1934.

PERMIT NO. 192. Granting Passenger Permit to Frederick Joseph Neal, West Palm Beach, Florida, December 15, 1934.

PERMIT NO. 193. Granting Passenger Permit No. 193, to John E. Jackson, Tampa, Florida, December 11, 1934.

ORDERS CANCELLING PERMITS

ORDER NO. C-79. Cancelling Permit No. 155 issued to Theodore Taylor, Orlando, Florida, March 15, 1934.

ORDER NO. C-80. Cancelling Permit No. 142 issued to Chester E. Griswold, Miami, March 20, 1934.

ORDER NO. C-81. Cancelling Permit No. 73, issued to Henry Isrial, St. Petersburg, Florida, March 27, 1934.

ORDER NO. C-82. Cancelling Permit No. 159, issued to Martin Minehan, Hollywood, Florida, April 1, 1934.

ORDER NO. C-83. Cancelling Permit No. 161, issued to L. A. Walker, St. Petersburg, Florida, April 1, 1934.

ORDER NO. C-84. Cancelling Permit No. 175, issued to U Drive It Company, Miami Florida.

ORDER NO. C-85. Cancelling Permit No. 167, issued to Augustus Able Drake, Miami Beach, March 31, 1934.

ORDER NO. C-86. Cancelling Permit issued to David W. Fisher, No. 172, April 11, 1934.

ORDER NO. C-87. Cancelling Permit 176, issued to Joseph Farrel, April 27, 1934.

ORDER NO. C-88. Cancelling Permit No. 154, issued to Leon Chapman Lantz, June 1, 1934.

ORDER NO. C-89. Cancelling Permit No. 120, issued to Wm. Butler, Jacksonville, July 7, 1934.

ORDER NO. C-90. Cancelling Permit No. 109, issued to Barker Barehouse, August 1, 1934.

ORDER NO. C-91. Cancelling Permit 171, issued to Frank Eugene Wells, April 12, 1934.

ORDER NO. C-92. Cancelling Permit 1, issued to Guy Swan, July 25, 1934.

CONTRACT CARRIER LIST

CONTRACT CARRIERS November 20, 1934.

NAME	ADDRESS
Benton Bros. Transfer Co.	612 Houston Street Jacksonville, Florida.

Blue's Truck Line	Live Oak, Florida.
Burgess, Arthur S.	Ocala, Florida.
Cooper Truck Line	Rt. 5, Box 94, Jacksonville Florida.
Florida Highway Ex- press Co.	Madison & Brush Sts., Tampa, Florida.
Goodell Bros. Truck Line	Lake City Florida
Green Transfer Company,	1102 Ashley Street, Tampa, Florida
Holstun & Sons	Ocala, Florida
James, Susie G.	Tampa, Florida
National Convoy & Trucking Co.	1921 Clarkson St., Jacksonville, Fla.
Newhall, John E.	Standard Oil Plant No. 1, Tampa, Florida.
Nutt, Jno. P. Co.	612 N. Edison Tampa, Florida.
Ridgeway Transfer Co., Inc.	Daytona Beach, Florida.
Tropical Transfer Co.,	349 E. Third St., Jacksonville, Florida.
Robinson's Transfer	621 N. Lexington Ave. Orlando, Florida.
Warehouse, Inc.	Tampa, Florida.

COMMON CARRIERS

COMMON CARRIERS November 20, 1934

T—Denotes Truck.

B—Denotes Bus.

NAME

ADDRESS

B—Andrews, Mrs. W. L.	Dothan, Alabama.
T—A. B. C. Transfer Co.	63 W. Jefferson St. Orlando, Florida
B—Atlantic Greyhound Lines, Inc.	601 Va. St., Charleston, W. Va.
T—Atlantic-Florida Mot- or Lines, Inc.	1961 Clarkson St. Jacksonville, Florida.
T—W. L. Akins Transpt Co., Inc.	1418 W. Church St. Jacksonville, Florida.
T—Atlantic Coast Line R. R. Co.	Port Tampa, Florida.
T—Acme Freight Lines, Inc.	141 Davis, Cor. Houston St Jacksonville, Florida.
T—Bee Line Transfer	237 South Water St. Tampa, Florida.
T—Brown's Motor Freight Lines, Inc.	Foot Newnan St. Jacksonville, Florida.
T—Coast to Coast Sys- tem, Inc.	1961 Clarkson St. Jacksonville, Florida
B—Capital Motor Lines	311 Bibb St., Montgomery, Ala.
T—Chastain Transfer Co.	Thomasville, Ga.

B—Coleman Motor Lines	Tifton, Ga.
T—C. & H. Transfer and Stg. Co.	Ft. Lauderdale, Fla.
T—Central Truck Lines, Inc.	2173 5th Ave. S. E. St. Petersburg, Fla.
T—Edwards Truck Line	708 Whiting St. Tampa, Florida.
T—Elliott-Young Cons., Inc.	520 Clare Ave. W. Palm Beach, Florida.
B—East Coast Stages, Inc.	Gillett Bldg. Baltimore, Md.
T—Five Transportation Co.	301 Gloucester St. Brunswick, Georgia.
B—Florida Motor Lines, Inc.	1020 Barnett Nat'l Bank Bldg., Jacksonville, Fla.
T—Fogarty Bros. Transf. Co., Inc.	824 12th Ave., Bradenton, Florida.
T—B—Florida East Coast Ry.	St. Augustine, Florida.
B—Green, Mrs. Aileen	DeLand, Florida.
T—Green Bros. Transfer Co.	P. O. Box 3509 Clearwater, Florida.
T—Griffis Truck Line	Wauchula, Florida.
B—Gulf Coast Motor Lines, Inc.	Tampa, Florida.
B—Gulf Crescent Motor Lines, Inc.	Gainesville, Florida.

T—Hartline Truck Line	1808 Jetton Ave., Tampa, Florida.
B—Hood Coach Lines, Inc.	802 Broadway Macon, Georgia.
T—Hunt Truck Line	Lakeland, Florida.
T—Highway Transpt. Co.	Blountstown, Florida.
T—Independent Transfer Co.	1212 New Castle St. Brunswick, Ga.
B—Ed. and Mary Ketner	127 Sea Spray Ave., W. Palm Beach, Florida.
T—K. & L. Transpt. Co., Inc.	802 Ava Street Waycross, Georgia.
T—L. & L. Freight Lines	1418 W. Church St. Jacksonville, Florida.
T—Lane's Transfer	Valdosta, Georgia.
B—Lee's Coach Line	Marianna, Florida.
T—Leigh Truck Line	New Port Richey, Florida.
T—Matthews, D. H. Truck Line	259 N. W. 4th St. Miami, Florida.
T— B—McJunkin, Wyne F.	P. O. Box 194 Fernandina, Fla.
B—Myers, Fred W.	1161 N. W. 2nd. St., Miami, Florida.
T—M. & E. Transfer & Stg. Co.	P. O. Box 1413 Ft. Lauderdale, Florida.
T—Over Seas Transpt. Co B—	20 N. W. 2nd. St. Miami, Florida.

T—Peters Truck Line	186 W. King St. St. Augustine, Fla.
T—Pittman Truck Line	Pensacola, Florida.
T—Ramsey Bros. Truck Line	P. O. Box 1133. Jacksonville, Florida.
B—Redd, Henry J.	Tallahassee, Florida.
T—Ridge Truck Line, Inc	Tampa, Florida.
T—Sheetz, Francis B.	Bank Bldg. S. Jacksonville, Florida.
T—Seaboard Air Line Ry Co., Recs.	Norfolk, Va.
B—Southeastern Grey- hound Lines, Inc.	67 Ellis St. E. Atlanta, Georgia.
T—St. Johns River Line Co.	Foot Ocean St. Jacksonville, Florida.
B—St. Andrews Bay Transpt. Co.	Panama City, Fla.
T—Star Truck Line	Orlando, Florida.
T—Strickland Transpt. Co., Inc.	204 12th St. Tampa, Florida.
T—Tamiami Trail Tours, Inc.	P. O. Box 1075, Tampa, Florida.
T—Tarpon Truck Line	Tarpon Springs, Florida.
B—Teche Lines, Inc.	400 N. Rampart St. New Orleans, La.

B—Town of Pass-a-Grille Beach Bus	Pass-a-Grille Beach, Florida.
B—Union Bus Company	124 Jefferson St. Jacksonville, Florida.
T—Union Express Freight Co.	N. W. Com. and Comti., Mobile, Alabama.
T—University City Transfer Co.	226 W. Main St. North, Gainesville, Florida.

HOUSEHOLD GOODS AND SPECIAL PERMITS OPERATORS

SPECIAL CERTIFICATED AND PERMIT OPERATORS—Nov. 20, 1934.

C—Denotes Certificate Holders

P—Denotes Permit Holders.

NAME	ADDRESS
C—Armstrong & Sons Stg. Co.	Daytona Beach, Fla.
P—Aero Mayflower Transit Co.	1231 N. Meridian Ave., Indianapolis, Indiana.
C—Arrow Transfer Co.	Tampa, Florida.
P—Ace Transfer Co.	842 1st. Ave North St. Petersburg, Fla.
P—Burnham Furniture Co.	1029 Broadway, Columbus, Georgia.

P—Burgess, Arthur S.	Ocala, Florida.
P—Brandon Transfer & Stg. Co.	322 6th St. W. Palm Beach, Fla.
C—C. & H. Transfer & Stg. Co.	Ft. Lauderdale, Fla.
C—City Transfer Co., Inc.	P. O. Box 2870, Tampa, Florida.
C—Colliers Terminal Whse. & Van Co.	Ocala, Florida.
C—Coats Motor Transfer	Ft. Pierce, Florida.
C—Central Transfer & Stg. Co.	405 Eunice St. Tampa, Florida.
P—Caldwell Bonded Whse., Inc.	101 12th St., Tampa, Florida.
P—Chastain Transfer Co.	130 E. Jackson St. Thomasville, Georgia.
C—Dickenson, W. B. Transfer Co.	2335 N. Miami Ave., Miami, Florida.
P—Dow, Maurice	Melbourne, Fla.
C—Delcher Bros. Stg. Co., Inc.	Jacksonville, Fla.
C—Fidelity Stg. & Whse. Co.,	53-61 W. Jackson St. Jacksonville, Florida.
C—Fulford Transfer & Stg. Co.	21 W. Central Ave., Orlando, Florida.
P—Franklin, C. B., Transfer	Ft. Myers, Florida.

P—Gatlin, James Frank	520 W. Church Street, Jacksonville, Florida.
P—Growers & Shippers Transfer	Pompano, Florida.
C—Goodall Transfer & Stg. Co.	P. O. Box 459, Tampa, Florida.
C—Green Transfer Co.,	1102 Ashley St., Tampa, Florida.
P—Hudson Transfer	710 24th St., Columbus, Georgia.
P—Haywood, Ben	1404½ Tampa Street Tampa, Florida.
P—Holland Transfer Co.	1006 Webster St. Lakeland, Florida.
P—Hull Roscoe	Ft. Lauderdale, Fla.
P—Johnson, Bill Trans- fer	710 5th Ave. N. St. Petersburg, Fla.
C—Kite Transfer	440 W. Orange St. Gainesville, Florida.
C—Kennelly Transfer & Stg. Co.	734 Pippin St., Jacksonville, Florida.
C—Lee Terminal Ware- house	Box 1303, Tampa, Fla.
C—Leonard Bros. Trans. & Stg. Co.	1944 N. W. 7th Ave. Miami, Florida.
C—McGhee, Will	118 S. Dakota Ave. Tampa, Florida.

P—Prevatt, Chas.	Ft. Myers, Florida.
P—Ploof, H. C. Transfer	S. Jacksonville, Florida.
C—Rapid Express Co.	73 Church Street, Jacksonville, Florida.
C—Shaw Furniture Transfer	1817 Liberty Street, Jacksonville, Florida.
C—Southern Transfer & Stg. Co., Inc.	1901 5th. Ave. S., St. Petersburg, Fla.
C—Suddath Moving & Stg. Co.	315 E. Bay Street, Jacksonville, Florida.
P—Smith, Clyde P.	Hastings, Florida.
P—Suddath Moving & Stg. Co.	1727 Grand Central Ave., Tampa, Florida.
C—Sarasota Transfer & Stg. Co.	Sarasota, Florida.
C—Terminal Transfer Co.	1105 Grand Central Ave., Tampa, Florida.
P—Twiss Transfer Company.	852 4th Ave. South St. Petersburg, Florida.
C—Union Transfer & Stg. Co.	1201 E. Twiggs St. Tampa, Florida.
P—White Star Line	413 W. Main St., Ocala, Florida.
C—John E. Withers Transfer Co.	1000 N. E. 1st. St., Miami, Florida.

P—John J. Woodside Stg. Co.	259 Edgewood, Atlanta, Georgia.
P—Walker Stg. & Van Co.	521 Peachtree St. Atlanta, Georgia.
C—Yarnall Warehouse & Transfer Co.	Lakeland, Florida.
P—Zorn Transfer & Stg. Co.	Palatka, Florida.

GENERAL ORDERS

Order No. 1175,
Docket No. 1214.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN THE MATTER OF THE REBUILDING OF THE STATION AT SNEADS, FLORIDA.

1. On January 4, 1934 this Commission issued its Notice No. 681 to the Louisville & Nashville Railroad Company, and all other interested parties, that it would be in session at its Hearing Room Supreme Court Building, Tallahassee, Florida, on January 17, 1934, to hear, consider and determine whether or not it ought to require the Louisville & Nashville Railroad Company to erect and maintain adequate and necessary station facilities at Sneads, Florida. For good cause shown this hearing was postponed to Thursday, February 15, 1934. Subsequently and by Notice dated January 19, 1934 the date for said hearing was changed to February 6, 1934 at 10 o'clock A. M.

2. Pursuant to said notices this matter came on for formal hearing before this Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on February 6th, 1934, and at said hearing there appeared the following:

H. S. Reaves, Mayor; J. N. C. Fulner, Chairman, Town Council and F. B. Liddon, merchant, for the town of Sneads, Florida.

Dixon H. Carter, D. E. Beatty, Supt., and C. H. Pate, agent, for the Louisville and Nashville Railroad Company.

3. Having taken the testimony of all witnesses proffered at said hearing and having heard all parties desiring to be heard the Commission took this matter under advisement.

4. And now on this date the Commissioners having fully considered the evidence and being fully ad-

vised in the premises do find from the evidence adduced before them at said hearing as follows:

(a) That in March 1930 the frame building used by the L. & N. Railroad Company as a freight and passenger station at Sneads, Florida, was destroyed by fire. That as an emergency measure two box car bodies were set off at Sneads, one of which was used for L. C. L. freight and the other to serve passengers and provide office space. That it was represented to the Commission that these two box car bodies were being used in lieu of adequate station facilities as an emergency measure, and W. M. Boykin, at that time Superintendent of the L. & N. Railroad Company, informed the Commission that he had "a plan for a very pretty type of fire proof building" and had the matter up before the management of the railroad for approval to erect such building.

On September 28, 1931 this Commission received a petition signed by a number of citizens of Sneads asking that the Louisville & Nashville Railroad Company be required to erect an adequate station at Sneads. The matter was taken up with the railroad company but no action was taken by said company to provide adequate facilities or to erect the building as planned. Thereupon this matter was set down for hearing and formal hearing has been had on the matter as alleged herein.

(b) That Sneads is an incorporated town with a population of between seven and eight hundred people with seven stores and several filling stations. That it is six miles west of River Junction and nineteen miles east of Marianna. That the average monthly revenue from carload shipments forwarded and received at Sneads was \$534.42 for the year 1932 and \$334.03 for the year 1933. That the average monthly revenue for L. C. L. shipments was \$116.16 for 1932 and \$116.87 for 1933, and that the average monthly passenger business for the year 1932 was \$29.12 and the average monthly passenger revenue for 1933 was \$31.27, and that the average monthly express

business for the year 1933 was \$50.00 and that the express rates have recently been reduced and it is reasonable to suppose that the express revenue will increase by reason of the increased volume of express.

(c) That the existing passenger and freight facilities and accommodations of the L. & N. Railroad at Sneads, Florida, are inadequate to meet the safety, convenience and comfort of passengers and the proper handling, care, protection and prompt delivery of freight.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Louisville & Nashville Railroad Company be and it is hereby ordered and directed to erect and construct a passenger and freight depot at Sneads, Florida, to be located on the site of the depot destroyed by fire as heretofore mentioned, with all necessary conveniences as the safety, convenience and comfort of passengers, and the proper handling, care, protection and prompt delivery of freight, may require.

It is further ORDERED that the said Louisville and Nashville Railroad Company submit to this Commission within twenty (20) days from the date of this order, for the approval of this Commission, plans and specifications of the proposed passenger and freight depot hereby ordered to be erected.

It is further ORDERED that this cause remain open upon the docket of the Commission for such other and further orders in the premises as to it may seem proper and necessary.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 11th day of April, 1934.

Order No. 1176,
Docket No. 4497.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: EXCHANGE RATES FOR TELEPHONE
SERVICE OF THE WINTER PARK TELEPHONE
COMPANY.

1. Pursuant to rule to show cause dated January 5, 1934, the Winter Park Telephone Company appeared and gave testimony in reference to telephone rates at Winter Park, Florida, at a hearing held at Orlando, Florida, on February 20, 1934.

Mr. C. H. Galloway, President and Mr. C. A. Boyer, appeared in behalf of Winter Park Telephone Company.

2. From the oral testimony given by Mr. Galloway and the written statement of facts presented by the Winter Park Telephone Company, it appears that the Winter Park Chamber of Commerce appointed a committee to consider with the Winter Park Telephone Company the matter of reduced telephone rates, and after a series of conferences between this committee and the telephone company it was agreed that a flat reduction in the Base Rates of 25c per station for all classes of service would be a fair reduction in telephone rates.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that until the further order of this Commission the following schedule of maximum monthly rates is hereby authorized at said exchange, to-wit:

EXCHANGE AREA

The exchange base rate area is $1\frac{1}{2}$ miles from the Central Office.

RATES INSIDE EXCHANGE AREA

Wall Telephones:

	1-Party	2-Party	4-Party	8-Party
Business	\$4.75	\$4.25	\$3.75	\$3.25
Residence	3.25	2.75	2.25	1.75

It is further ORDERED that the rates hereinabove authorized shall become effective at 12:01 o'clock A. M., on the 1st day of May, 1934, and the said Winter Park Telephone Company is hereby required to file its tariffs accordingly with the Commission on or before said date.

It is further ORDERED that this proceeding remain open on the docket of the Commission for such other and further orders in the premises as may seem meet and proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 11th day of April, 1934.

Order No. 1177,
Docket No. 1221.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: SALE AND CONVEYANCE OF THE PROPERTIES, RIGHTS, FRANCHISE, EASEMENTS, RIGHT-OF-WAYS AND EXCHANGES OF SOUTHEASTERN TELEPHONE COMPANY OF AMERICA AT BONIFAY, CRESTVIEW, DeFUNIAK SPRINGS, GREENVILLE, MADISON, MONTICELLO, PONCE DE LEON AND VALPARAISO, TO SOUTHEASTERN TELEPHONE COMPANY, A FLORIDA CORPORATION.

This matter coming on for consideration upon the petition of the Southeastern Telephone Company, a corporation under the laws of the State of Florida with its principal place of business in Tallahassee, Florida, for approval of this Commission of the purchase and sale of all of the plants, properties and exchanges heretofore owned and operated by the Southeastern Telephone Company of America at Bonifay, DeFuniak Springs, Crestview, Greenville, Madison, Monticello, Ponce de Leon and Valparaiso, all in the State of Florida, and it appearing from the sworn statement of the Secretary of the Southeastern Telephone Company of America that this sale of said properties by said company was authorized by a unanimous vote of the stockholders of said company, and it further appearing that the sale of said properties will in no way affect the rates or service or management of said properties, and that such purchase and sale has been consummated in accordance with the statutes made and provided gov-

erning the purchase and sale of the assets of telephone companies:

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the purchase and sale of said above described properties of the Southeastern Telephone Company of America to Southeastern Telephone Company be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at Miami, Florida, this 18th day of April 1934.

Order No. 1178.
Docket No. 1155.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

ST. PETERSBURG MERCHANTS ASSOCIATION,
ET AL., —vs.— PENINSULAR TELEPHONE
COMPANY, A CORPORATION.

1. Pursuant to Notice No. 654 dated April 28, 1933 this cause was set down for hearing on May 16, 1933 and for good cause shown was by Notice No. 657, dated May 10, 1933, postponed to May 23, 1933, and under said Notice No. 657 the matter came on for formal hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on said May 23, 1933. Subsequent hearings were held during the months of May, June and August, 1933.

2. This cause coming on further to be considered on the record made at said hearings, and it appearing that all parties entitled to notice and to be heard have had such notice and have been heard, and the Railroad Commission being fully advised in the premises, and having made findings and reached conclusions as expressed in its opinion this date filed in the cause and made a part of this order, do make, establish and promulgate the following schedule and tariff of rates to be charged by Peninsular Telephone Company for telephone service at St. Petersburg, Florida, to-wit:

RATES AND THEIR APPLICATION

Within the Base Rate Areas, the boundaries of which are defined as follows:

First Rate Area

Bounded. Beginning on the southeast at the intersection of Old Tampa Bay and Lakeview Avenue, thence west about 5-8 mile along Lake View Avenue to Salt Creek, thence southwesterly about 3-8 mile along Salt Creek to Grand Boulevard, thence west about 2 miles along Grand Boulevard to 32nd Street, thence north 3 3-4 miles along 32nd Street to 30th Avenue, thence east along 30th Avenue to Coffee Pot Bayou, thence along the shore line to point of beginning.

Second Rate Area

Beginning on the southeast at the intersection of Old Tampa Bay and Division Avenue extended (Division Avenue being a Township line), thence west along Division Avenue and Township line about 3 7-8 miles to Boca Ceiga Bay, thence northward along the shore of Boca Ceiga Bay to its intersection with 44th Street, thence north along 44th Street about 4 5-8 miles to 42nd Avenue, thence east along 42nd Avenue and the extension thereof about 4 3-8 miles to Smacks Bayou.

Third Rate Area

On the South, all that territory on the Peninsular lying south of Division Avenue and the Township line, being bounded on the east and south by Old Tampa Bay, and on the west by Boca Ceiga Bay, and on the north by Division Avenue and the Township line.

On the West and North, beginning at the intersection of 44th Street and Boca Ceiga Bay, thence westerly and northerly along the shore of Boca Ceiga Bay and Cross Bayou to the north line of Township 31 S., thence east along the township line and 54th Avenue, (the city limits at this point about 6 1-2 miles to the point where the city limits turn north, 11th Avenue extended), thence north along the city limits 2 1-2 miles to the point where the city limits turn east, (94th Avenue), thence east along 94th Avenue and the city limits to Old Tampa Bay, and in addition to the area

embraced within above description the Third Rate Area shall be extended to include that area known as Pinellas Park.

Rural Area

All that territory outside of Third Rate Area that is reached by exchange lines.

Flat rates per month for wall sets are quoted as follows:

FIRST RATE AREA

	1-Party	2-Party	4-Party	6-Party
Business	\$6.00	\$5.00	\$4.00	—
Residence	3.75	3.00	2.25	\$2.00

SECOND RATE AREA

Business	7.00	5.75	4.75	—
Residence	4.25	3.50	2.75	\$2.50

THIRD RATE AREA

Business	9.25	—	5.00	—
Residence	4.75	4.00	3.25	3.00

WITHIN ONE MILE BEYOND THIRD RATE AREA

	Party
	Line
Business	_____ \$ 4.50
Residence	_____ 3.00

WITHIN TWO MILES BEYOND THIRD RATE AREA

	Party
	Line
Business	_____ \$ 5.00
Residence	_____ 3.25

WITHIN THREE MILES BEYOND THIRD RATE AREA

	Party
	Line
Business	_____ \$ 5.50
Residence	_____ 3.50
Directory Listings	_____ .25

JOINT USERS

Business	_____	\$ 2.00
Residence	_____	1.00

BUSINESS EXTENSION

Off premises in same city block	_____	\$ 3.50
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PRIVATE BRANCH EXCHANGE (COMMERCIAL)

Switchboards, cordless type	_____	\$ 7.50
Switchboards, cord type, 100 line capacity	_____	8.50
Switchboards, cord type, 150 line capacity	_____	12.50
Switchboards, cord type, 200 line capacity	_____	16.50
Trunk Lines	_____	10.50
Stations	_____	1.50
Signaling and Battery Power and One cable pair for transmission of service	_____	6.50

NOTE: Extra cable pair to be paid for at
rate of \$5.00 per month additional.

PRIVATE BRANCH EXCHANGE (HOTELS)

Switchboard, Cord Type, 100 line Capacity		\$ 8.50
Switchboard, Cord Type, 150 "	" "	12.50
Switchboard, Cord Type, 200 "	" "	16.50
Switchboard, Cord type, 250 "	" "	20.50
Switchboard, Cord Type, 300 "	" "	24.50
Switchboard, Cord Type, 600 "	" "	50.00
Trunk Line	_____	8.50
Stations	_____	.50

3. It is further ORDERED that said schedule of rates and charges shall be and become effective on July 1st, 1934, and the Peninsular Telephone Company is hereby required to file with this Commission its schedule of rates and charges, and also a proper and accurate description of the Third Rate Area after amended to include Pinellas Park on or before said date.

4. It is further ORDERED that this cause shall remain open on the docket of the Commission and jurisdiction be retained in the premises for the purpose of making such changes, modifications or alterations in this order as the Commission shall deem proper.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the city of Tallahassee, Florida, this 24th day of May 1934.

Docket No. 1155.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

ST. PETERSBURG MERCHANTS ASSOCIATION,
ET AL., —vs.— PENINSULAR TELEPHONE
COMPANY, A CORPORATION.

APPEARANCES: E. J. Cosgrove, Jr., of St. Petersburg, appearing for petitioners; Carroll Runyon and Glen Miller appearing for City of St. Petersburg; Thos. E. Grady and John A. O'Rourke of Miami appearing for City Commission of Miami and Miami Rate Traffic Board; Howard P. MacFarlane, Counsel, appearing for Peninsular Telephone Company, respondent.

BY THE COMMISSION:

This investigation of the rates and charges of the Peninsular Telephone Company at its St. Petersburg Exchange originated through a complaint filed by the St. Petersburg Merchants Association, St. Petersburg Hotel Men's Association, St. Petersburg Realty Board, Chamber of Commerce of St. Petersburg, City of St. Petersburg and Pinellas Park Chamber of Commerce on March 4th, 1932.

This complaint alleges that the rates and charges maintained by Peninsular Telephone Company at its St. Petersburg Exchange are unjust and unreasonable; that the said rates and charges are unduly prejudicial to telephone users of St. Petersburg and unduly preferential of telephone users in other exchanges; and that said rates and charges have for a number of years been in violation of the law in that the Peninsular Telephone Company has failed to file and publish a schedule of its tariffs and charges.

On July 15, 1932 upon motion of respondent, Peninsular Telephone Company, that part of the com-

plaint alleging the unlawfulness of the rates and charges was stricken from the complaint.

The respondent, Peninsular Telephone Company thereupon filed its answer denying that its rates and charges for service at its St. Petersburg Exchange were unjust or unreasonable or prejudicial or discriminatory as to telephone users in St. Petersburg.

By Notice No. 654 dated April 28, 1933 this cause was set down for hearing before this Commission at its office in Tallahassee, Florida, on Tuesday, May 16th, 1933, and subsequently by Notice No. 657 was postponed to May 23d, 1933. Under the terms of said notice which was served upon the respondent, Peninsular Telephone Company, it was notified that the Commission would be in session:

"to determine whether or not the rates charges, tolls, rentals or service of the Peninsular Telephone Company at its exchange in the city of St. Petersburg are unjust, unreasonable, unjustly discriminatory or unduly preferential or in any wise in violation of the law, or whether such rates, charges, tolls or rentals are insufficient to yield reasonable compensation for the service rendered, and to determine the just and reasonable rates, charges, tolls or rentals to be observed and in force at the telephone exchange of the Peninsular Telephone Company at St. Petersburg, Florida, and fix the same by order in accordance with the law, and to hear, consider and determine such other matters as may properly arise in the premises."

Testimony was taken at various hearings during the months of May, June and August 1933. In the course of the hearing 2,260 pages of testimony were taken and 76 exhibits were filed. At the conclusion of the testimony thirty days were allowed counsel on each side for filing briefs and this time was extended from time to time for the convenience of counsel. All of this testimony and the exhibits had to be studied and analyzed by the Commission before it could reach a conclusion.

In addition to the witnesses who testified for the petitioner and for the respondent, Peninsular Telephone Company, the engineer of the Commission, Mr. A. B. Greene and Mr. Wilkins Linhart, his assistant, testified at length. This testimony, together with a number of exhibits prepared and introduced by Mr. Greene dealt primarily with establishing a value upon the property used and useful at the St. Petersburg Exchange by the method of reproduction cost new less depreciation, based upon an inventory and appraisal which they had made of the St. Petersburg exchange property during the time between July 1932 and the early part of January 1933.

The exchange property at St. Petersburg was purchased by the Peninsular Telephone Company from the West Coast Telephone Company on November 1st, 1923 at a cost of \$395,431.17. The record shows that there was a depreciation reserve of \$70,678.91 on the books of the company at that time. (R. 419.)

The central office equipment in the exchange at St. Petersburg is that of the automatic type known as a step by step system. It is a machine switching exchange and connections are made between stations by means of a dial mechanism at sub-stations.

Rates were first prescribed for the St. Petersburg Exchange after purchase by the Peninsular Telephone Company by Order No. 793, effective April 1st, 1924. Two years later by Order No. 860 dated, June 29, 1926 the rates now in effect at St. Petersburg were prescribed by this Commission and became effective on July 1st, 1926. The rates prescribed by this order and now in effect at St. Petersburg were much higher than the rates prescribed in 1924. The number of stations in service at St. Petersburg exchange at the close of the year 1926 was 9479. The average number of stations in service that year was 9148; the number of stations at the close of the year 1927 was 9226; average for the year 1928—9224; average 8966; at the close of the year 1929—9630; average for the year 1926; at the close of the year 1930—9754, average for the year 19342; at the close of the year 1931—9662, average 9437, and at the close of the year 1932—8930, average for the year 9001.

COMPANY'S VALUE

The values as claimed by the company are shown upon its Exhibit No. 35 and upon its Exhibit No. 61. On Schedule 4, Exhibit No. 35 the company's witnesses testified to a value based upon the 1925 appraisal plus net addition of \$1,650,302.09. To this sum was added for construction work in progress \$16,979.30; for going value \$97,800.00; materials and supplies at \$47,433.00; working capital \$50,660.40, making a total of \$1,866,374.79.

On Schedule 6, Exhibit 35 the company shows total plant, according to its books, as of December 31, 1932 of \$1,407,049.60, and to this historical cost was added construction work in progress \$16,979.30; materials and supplies \$47,433.00; working capital \$50,660.40, making a total of \$1,522,112.30.

A further value was arrived at by the use of the appraisal made at the time of the purchase of the property on November 1, 1923, plus net additions made to the plant to December 31, 1932, making a total of \$1,566,815.52.

Later on in the hearing and after the inventory and appraisal made by its engineers was completed the company introduced its Exhibit 61, which showed the reproduction cost less depreciation of its total physical property of \$1,438,635.00. To this total it added administration and legal expenses of 2%—\$28,773.00; engineering 3.05%—\$50,343.00; interest during construction \$84,831.00; taxes during construction \$5,966.00; working capital \$85,000.00 and going concern value \$150,000.00, making a grand total of cost of reproduction less depreciation of \$1,843,548.00.

VALUE OF COMMISSION'S ENGINEER

An inventory and appraisal of the St. Petersburg plant was made by the engineer of the Commission and his assistant. The work of this inventory covered the period between July 1932 and the first week in January 1933. The appraisal of the plant was made by the telephone engineer of the Commission.

By his corrected Exhibit No. 28 he found the present value of the telephone property used and useful

in furnishing intrastate exchange service at St. Petersburg to be \$1,242,692.14.

By his Exhibit No. 67 and supporting schedules the Commission's engineer found that the present value of the exchange property used and useful at the St. Petersburg Exchange for telephone purposes was \$1,057,490.32. To this value he added interest and taxes during construction \$62,603.43; administration \$10,574.90; contingencies \$10,574.90; going concern \$24,794.00 materials and supplies \$27,300.00; working capital \$8,200.00, making a total of \$1,201,537.55. He arrived at this value based upon labor costs under the typical gang method.

VALUE BY THE USE OF INDEX NUMBERS

E. J. Cosgrove, Jr., a witness for petitioners, by the use of certain index numbers obtained from the Director, Bureau of Valuation, Interstate Commerce Commission, applied to Schedules 8, 9, 10 and 12 of Exhibit 33, introduced by the company, arrived at an adjusted movement of the telephone property at St. Petersburg of \$1,202,389.72. (Exhibit No. 42.) Starting with the original inventory appraisal of the property purchased from the West Coast Telephone Company by the Peninsular Telephone Company Mr. Cosgrove applied to the net additions to this property the above mentioned index numbers and trended these additions to present day prices and thus arrived at the present day costs.

The index numbers used by Mr. Cosgrove and the percent which the 1932 price level is of any respective year were as follows:

Years	Index Numbers	Percent
1923	191	64.40
1924	179	68.72
1925	155	79.36
1926	153	80.39
1927	165	74.55
1928	170	72.35
1929	169	72.78
1930	157	78.35
1931	151	81.46
1932	123	100

Mr. Cosgrove testified that in the use of these index numbers to any amounts invested in the property in the year 1925, for instance, he adjusted the investment of the 1932 price level by applying to that net investment 79.36% thereof.

It is significant to note that the result arrived at by the use of the index numbers in finding the historical cost or investment in the property at the St. Petersburg exchange was very close to the amount that the Commission's engineer Greene found to be the present value of that property.

DIFFERENCE IN VALUE

The record seems to indicate that after a re-check by the company's engineer and the Commission's engineer of the property of Peninsular Telephone Company at its St. Petersburg exchange there is no material difference in the inventory of the property. There does seem considerable difference in the value of this property and this has resulted because of difference in unit prices of labor and materials used by the company's engineer and the Commission's engineer. This difference also results because of the methods used in computing values and also because of a difference in opinion as to the value of the various intangible items.

The Commission has neither overlooked nor ignored any element of value, tangible or intangible, in the property of the company. It has given them all due consideration although it might not treat each one separately in this report.

It has considered the actual cost of the property, that is the investment the owners have made in it because the Courts have held that that is a relevant fact. But while costs must be considered it is not an exclusive or final test. The Commission realizes that the present value of the property may be worth more or less than it actually costs. Altered economic conditions demand consideration. While the costs put into the property may have been prudently invested and may have been paid into the property in good faith, the actual investment may embrace property no longer used and useful for the public or for the pur-

pose for which it was originally built. All of these facts have been considered by the Commission in arriving at a fair value of the exchange property used and useful at the St. Petersburg exchange.

There is evidence in the record to indicate that the present plant at St. Petersburg is considerably overbuilt. The switchboard is equipped with apparatus for serving 4600 lines and the switch room is provided with floor space to accommodate switching apparatus for 10,000 lines. The total number of lines in operation is 2732.

The report of the Commission's engineer shows that the amount of idle plant, as determined from an analysis of the plant's records, is as follows:

Cable	\$132,123.02
Switch Board	114,472.00
	<hr/>
	\$246,595.02

These figures for the cable plant were worked out from an analysis of the cable records. The amount shown for the switch board is determined from the ratio of the line switches in use to the total line switches installed.

The facilities installed at the St. Petersburg plant are more than adequate to serve the present needs. The Commission is aware of the fact that it is characteristic of telephone properties that some amount of surplus must be provided in order that facilities may be available when needed and to provide for normal growth and routine changes and moving requirements of subscribers. But the fact that spare capacity must be provided does not eliminate the question as to whether or not at any given time the system contains more than a reasonable amount of such currently unused plant.

None of this idle plant is deducted from the inventory and appraisal of the Commission's engineer.

DEPRECIATION

Company witnesses (Exhibit 35) testified that the property was in 94.573% condition, and, therefore,

the deduction from reproduction cost new should not exceed 5.427%. In a later exhibit (Exhibit No. 61) it showed its property to be in 92.63% condition, or that a deduction from reproduction cost now would not exceed 7.37%.

The Commission's engineer testified that the percent condition of the property was 89.4% or that a deduction of 10.6% should be made from reproduction cost new. The amount of depreciation claimed by both the company and the Commission's engineer in the plant was determined solely by observation. However, Exhibit No. 69 which shows the fixed capital and depreciation reserve of the company as given in its annual report to the Florida Railroad Commission, shows that in 1932 the fixed capital of the telephone system was \$11,328,778.81 and that it had in its depreciation reserve (retirement reserve, which reserve in fact includes a provision for obsolescence and inadequacy and in its true accounting sense is a credit investment account and not a liability or depreciated credit item) the sum of \$2,537,087.93 and that the percent that the depreciation reserve was of the fixed capital for 1932 was 22.4%. This exhibit further shows that the depreciation reserve for 1931 was 19.8% of fixed capital. This would indicate that the company is holding in the reserve about 20% of the fair value of the property. The company evidently believes that the amount in the depreciation reserve is greatly in excess of the amount of the actual depreciation existing in the company property because of the fact that it claims that its actual depreciation is no more than 7.37%, and if this be true, it would seem as if the company has been collecting from the people more than it had a right to collect.

"When it built up its reserve it claimed the reserve as its actual depreciation. It cannot now take an inconsistent position about depreciation without fully establishing it and it has weakened its proof of present value accordingly. The plaintiff was right about depreciation when it created its reserve and it is wrong in its position now in its claim for a lesser sum as actual depreciation in this effort to establish fair value."

New York Tel. Company vs. Prendergast 36 F. (2d) 54.

The public has been paying into depreciation reserve an amount equal to more than 20% of the value of the telephone property. Of course, this depreciation reserve protects the public against inadequate telephone service due to the use of equipment which may have outlived its service life, and also it has been a guarantee to the company that the value of the company's property used up in public service shall be returned to it as the law requires.

The amount in the depreciation reserve is the correct measure of accrued depreciation and neither the company's engineers nor the Commission's engineer has by the method of arriving at observed depreciation fully measured the actual accrued depreciation in the telephone plant. The percent condition as found by the Commission's engineer more nearly approaches the accrued depreciation of the telephone plant than does that of the company's engineers.

VALUE OF LAND AND BUILDINGS

The company finds the value of the land to be \$81,144.00, and it finds the cost of reproduction less depreciation of the buildings to be \$78,129.00 (Exhibit No. 61.) The Commission's engineer finds the value of the land and buildings to be practically the same as that found by the company but the Commission's engineer apportions the value of the land and of the buildings on the basis of use for the local exchange and fixed the present value of the land on this basis at \$43,565.36 and the present value of the buildings on this basis of \$45,147.50.

There was other testimony given by local witnesses as to the value of the land and buildings and Exhibit 43 introduced by Witness Cosgrove places the present value of the land at \$12,279.08 and the present value of the buildings at \$34,551.99.

The company claims a value for a lot of land acquired and held by the company as a site for a sub-exchange whenever it is needed. The Commission's engineer refused to make an allowance for this piece of property on the ground that such sub-exchange was

not needed and the money invested in this piece of property was not prudently invested.

The value placed upon this property is \$9500.00.

In view of the fact that the Commission has taken into consideration evidence indicating that the plant at St. Petersburg is to some extent overbuilt, it thinks that this piece of property should be added to the value of the telephone property at St. Petersburg.

UNDISTRIBUTED CONSTRUCTION COSTS

The company considered an eighteen months period as necessary to reconstruct the St. Petersburg Exchange. In arriving at its unit costs it not only used direct labor costs, that is the time required by the workmen to construct a certain unit of property at an average hourly rate but included in this amount an allowance for unproductive time and loaded its costs in addition with a substantial amount to cover foremen, superintendents, inspectors and other supervision.

In its Exhibit 35 it added to its direct costs undistributed construction costs amounting to \$240,257.98 depreciated. In addition to this it added going concern value of \$97,800.00; materials and supplies of \$47,433.00 and working capital of \$50,660.40.

The undistributed construction costs consisting of contingencies \$14,056.05; omissions \$14,056.05; promotion and organization \$9,590.50; engineering general \$71,693.41; administration \$11,185.07; interest during construction \$114,463.36 and taxes during construction of \$5,213.54

The amount allowed for contingencies and omissions was 2% of the depreciated value of the physical property and the amount allowed for engineering general was 5% of the value of its property plus the amount allowed for contingencies and omissions.

The amount allowed for interest during construction was at 10% per annum for half of the eighteen months period which the company considered necessary to reconstruct the St. Petersburg exchange, and was applied to the total of the physical property plus

contingencies, omissions, promotion and organization, engineering general and administration.

The amount for these undistributed construction costs allowed by the Commission's engineer were much less than those allowed by the company. The Commission's engineer claimed that as the unit costs of the property were loaded with overhead amounts that these undistributed construction costs were taken care of in unit costs of the various items that went into the construction of the plant.

WORKING CAPITAL

The company adds an amount of \$50,660.40 as depreciated working capital.

The Commission's engineer allows the sum of \$8,200.00.

Various practices prevail as to the amount of the allowance for working capital for telephone companies. Some companies claim that 1% of the investment is a proper amount to allow. Some Commissions adhere to the practice of allowing one-eighth of the annual operating expenses plus materials and supplies as working capital for the company. The Commission's engineer has allowed for this item \$8,200.00, which is one-twelfth of the annual operating expenses.

In addition to this the Commission's engineer allowed an amount for materials and supplies in the sum of \$27,300.00 which is 2% of the structural value of the plant, and he claimed that this was a reasonable allowance considering that there is practically no construction work now in progress.

The company claims an allowance of \$47,433.00 for materials and supplies.

GOING CONCERN VALUE

Some of the company's witnesses claim that an additional amount in the sum of \$97,800.00 should be added to the value of the exchange property as a going concern value. (Exhibit 35). Other witnesses for the company claim going concern value in the sum of \$150,000.00. (Exhibit 61).

The Commission's engineer made an allowance of \$24,794.00 to cover this item of going value and in his exhibit 32 explained in detail how he arrived at this value. He stated that in reproducing the physical property a liberal amount was made for structural overhead including an allowance for liability insurance and non-productive time of workers. In order to determine the going concern value a detailed estimate of the cost of establishing the business was made and these costs, together with cost of assembling and training personnel and the cost of setting up the required records for the operation of the plant amounted to the sum of \$24,794.10 which has been added to the reproduction cost new.

Many of the items generally claimed as going concern value have already been treated as cost of operation and have been charged in the expense account. It is not proper to allow an item both as an expense of operation and as an addition to capital.

In the case of New York Telephone Company vs. Prendergast, 36 Fed. (2d) 54, the Court reduced the amount allowed by the master for going concern value from \$26,000,000.00 to \$10,000,000.00. In that case the Court found the total value of the company's property to be \$475,390,609.00 and the allowance of \$10,000,000.00 for going value was 2.1% of the total value of the property.

The allowance of \$24,794.00 of the Commission's engineer is a little more than 2% of the value of the property as found by him.

SYSTEM VALUE AND RETURN

The company at the time it presented its evidence upon the value of its property used and useful at its St. Petersburg exchange also introduced evidence as to the value of its total intrastate property and as to the return it was receiving from its total operations. (Exhibit 35, Schedules 15 and 16.)

It appears from Schedule 15 that the total investment in fixed capital at the end of the year 1932 in its intrastate operations was \$9,945,427.60. It further appears from Schedule 16 that its total intrastate

revenue was \$1,881,193.53 and that its total intrastate expenses was \$1,345,692.73, leaving net operating earnings for its intrastate operations of \$535,500.80. The percent of net earnings to investment in fixed capital is shown as 5.384%.

We have seen that the percent that the depreciation reserve was of the fixed capital for 1932 was 22.4. Deducting 22.4% of its fixed capital, or taking 77.6% of its fixed capital it will show an investment in fixed capital of \$7,717,651.82 upon which it is entitled to earn a return. Using this figure it is evident that the company is earning a return of 6.9% or practically 7% upon its total investment in fixed capital for the system.

The Annual Report of the company for 1933 shows that although there has been a decrease in the investment in fixed capital the balance in the depreciation reserve has increased to \$2,752,718.60.

If the investment in fixed capital in its intrastate operations for 1933 was adjusted by deducting the percent that the depreciation reserve was of the fixed capital and this adjusted investment in fixed capital was trended to present day prices and materials and supplies were added the return would be much greater.

The officials of the company testified that its telephone property has been efficiently and economically operated and the company has enjoyed excellent credit.

According to the Annual Report of the company for the calendar year 1933 it had no matured funded debt outstanding, was able to pay 5½% interest on funded debt and a 7% return on its preferred stock out of income and still transfer a credit balance of \$80,269.99 to surplus and to pay a 5% dividend on the par value of common stock and a \$1.00 dividend upon the no par value shares of common stock.

The interest on funded debt amounted to \$235,558.65, dividend appropriations on preferred stock amounted to \$245,000.00 and dividend appropriations on common stock amounted to \$133,986.00, making a total of \$614,544.65.

"This actual experience of the company is more convincing than tabulations of estimates."

ILLINOIS BELL TELEPHONE CASE, decided April 30, 1934.

(To be reported in _____ Law Edition _____.)

ECONOMIC CONDITIONS

The Commission takes judicial notice of the fact that the entire country is passing through the most severe economic depression in several decades; that prices of commodities are at the lowest ebb; that according to the tested and proved laws of economics, conditions will slowly improve during the next few years; that the rates approved by this order will probably remain in effect for several years; that in order to be fair, the rates set by this order must be such that they would be fair both to the public and to the company over a period of several years in the immediate future, rather than being applicable only to the immediate present. The number of subscribers will gradually increase with the return of normal times and hence revenues will increase.

COMMISSION'S FINDING OF VALUE AND RETURN

The Commission, having considered every element of value, tangible and intangible, in the property of the company finds that the fair value of the property of the company used and useful in furnishing exchange telephone service at its St. Petersburg exchange is \$1,250,000.00.

The Commission finds that 7% is a fair return upon the fair value of the property used and useful in the service of the public and that such return will enable the company to carry on its business and maintain its credit.

It therefore, allows a return of 7% upon the fair value of the company's property used and useful in the service of the public.

A return of 7% on the fair value of the company's property will yield \$87,500.00. The report of the com-

pany for 1933 adjusted to reflect a proper depreciation expense shows that under the present rates the company is earning a net revenue of \$112,625.89.

Based upon the number of lines and stations in service at December 31, 1933, and calculated at the revised schedules hereinafter set forth in the order, the Commission estimates that the telephone company will earn a return of 7% upon the fair value of the property.

It is the judgment of the Commission that by reason of improved economic conditions and reduction in service rates the net revenue of the exchange will be approximately \$100,000.00, an amount equivalent to a return of approximately 8% on the fair value of the property.

The Commission, therefore, finds the existing rates to be unjust and unreasonable, and the schedule rates prescribed for the future under the attached order to be just and reasonable.

An appropriate order will be entered.

Order No. 1179,
Docket No. 1044.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF RAIL
CARRIERS IN FLORIDA FOR AUTHORITY TO
CANCEL ALL EXISTING LESS THAN CARLOAD
COMMODITY RATES AND CLASSIFICATION EX-
CEPTIONS.

Pursuant to Notice No. 684, dated March 19, 1934, there came before the Railroad Commissioners of the State of Florida, in their hearing room at Tallahassee, Florida, at 10 o'clock, A. M. on April 2nd, 1934, the matter of the revision of rates on COAL, LIME, CEMENT, PLASTER and ASPHALT, in less than carloads between points in the State of Florida, and then and there appeared the following:

A. H. Carson, Secretary, Southern Classification Committee; E. L. Watkins, G. F. A., A. C. L. R. R.; R. T. Etheridge, A. G. F. A., S. A. L. Ry; F. B. Porter, U. S. Phosphoric Products Corporation; W. C. Hutchinson, Chase & Co., Sanford, Fla.; W. Leonard Bartlum, Florida Agricultural Supply Co., Orlando, Fla.; F. E. Harrison, Jr., State Road Department, Tallahassee, Fla.; Geo. A. Cary, Cary & Co., Pensacola, Fla., and P. W. Reed, Manager, Pensacola Chamber of Commerce.

All who desired to be heard were fully heard, under oath.

And now on this date the said matters coming on for further and final consideration and the Commissioners being fully advised in the premises, it is **FOUND** and **ORDERED** as follows:

It is **FOUND**, 1: That the authority given to Rail Carriers in Florida by Order No. 1164 to cancel the class "K" ratings on Coal, Lime, Cement, Plaster and Asphalt in less than carload quantities, and place the said commodities under ratings in Southern Classification, was issued on the assumption, and the testimony in the former case, that there was no appreciable less carload movement of these commodities.

It is **FOUND**, 2: That there is quite a movement of these commodities in less than carload lots.

It is **FOUND**, 3: That Southern Classification ratings on the said commodities are too high to allow free movement, especially in the face of the present motor vehicle competition.

It is therefore, **ORDERED** that **COAL, LIME, CEMENT, PLASTER** and **ASPHALT** in less than carload quantities, as described in Florida Classification No. 8, prior to the increases in the rates thereon, as authorized by Order No. 1164, be restored to the Class "K" rating until further Order of this Commission.

Since the hearing in this matter Rail Carriers have voluntarily restored **SULPHATE OF COPPER, L. C. L.**, to the Class "K" rating, and therefore no action is necessary as to that commodity.

This Order shall become effective on June 20th, 1934.

It is further ORDERED that this matter be kept open on the Docket for such other and further orders in the premises as may be justified, jurisdiction being retained for that purpose.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 25th day of May, 1934.

RAILROAD COMMISSION, STATE OF FLORIDA.

Order No. 1180, (Amending Order No. 1178.)
Docket No. 1155.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

ST. PETERSBURG MERCHANTS ASSOCIATION,
ET AL., —vs— PENINSULAR TELEPHONE COM-
PANY, A CORPORATION.

1. WHEREAS this Commission did by Order No. 1178 make, establish and promulgate a certain schedule and tariff of rates to be charged by Peninsular Telephone Company for telephone service at St. Petersburg, Florida, and did in said order retain jurisdiction in the premises for the purpose of making such changes, modifications or alterations in this order as it should deem proper, and

2. WHEREAS, since the making and entering of said Order it has been brought to the attention of this Commission that certain errors and omissions were made, and that on account of said errors and omissions switchboard rentals were increased over the tariff rates now in force at said St. Petersburg Exchange contrary to the intention of the Commission when it entered said Order No. 1178, and

3. WHEREAS it was the intention of this Commission to reduce said switchboard rentals, and said reductions were taken into consideration in its findings of value and return as discussed in its opinion and find-

ings attached to and made a part of said Order No. 1178,

4. Therefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1178 dated May 24, 1934, and recorded in Order Book "H" on pages 26, 27, 28 and 29 be amended by striking out of paragraph 2 thereof the last two sections thereof headed:

"PRIVATE BRANCH EXCHANGE (COMMERCIAL)"

"PRIVATE BRANCH EXCHANGE (HOTELS)"

and inserting in lieu thereof the following:

PRIVATE BRANCH EXCHANGES
COMMERCIAL, HOTEL AND APARTMENTS

Switchboard Rentals, Cordless Type:

Serving 7 lines or less	\$ 2.00
" 8 to 10 lines	5.00
" more than 10 lines	7.50

Switchboard Rentals, Cord type:

Serving 50 lines or less	7.50
" 51 to 100 lines	8.50
" 101 to 150 lines	12.50
" 151 to 200 lines	16.50
" 201 to 250 lines	20.00
" 251 to 300 lines	24.00
" 301 to 350 lines	28.00
" more than 350 lines	32.00
Trunk lines to switchboards	8.50
Stations (wall and desk)	
Hotels and Apartments .....	.50
Commercial	1.00
Battery and ringing power, not to exceed the use of three cable pair	5.00
Each additional cable pair	2.50

5. It is further ORDERED that the rates and charges prescribed in this amended order shall be and become effective on August 1st, 1934, and shall be included in the schedule of rates and charges which the

Peninsular Telephone Company was required to file with this Commission by Order No. 1178.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 6th day of July, 1934.

Order No. 1181,
Docket No. 1223.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF W. R. KENAN, JR., AND
S. M. LOFTIN, RECEIVERS OF FLORIDA EAST
COAST RAILWAY TO CLOSE ITS AGENCY STA-
TION AT EAU GALLIE, FLA.

1. Pursuant to Notice No. 688 dated July 11, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on August 1, 1934.

APPEARANCES:

For applicant—Mr. D. Leah.

For protestants—Mayor W. L. Gleason, Dr. W. J. Creel and Hon. Noah B. Butt, appeared for town of Eau Gallie.

2. It was the contention of the rail carrier that the revenue received at this station did not justify its continuance and it introduced exhibits to show that its gross freight receipts for the twelve months ending March 31, 1934, amounted to \$2,441.38. Its passenger receipts for the same period amounted to \$2,970.62, and that the express receipts for the same period amount to \$4,427.65, making a total of gross receipts for the twelve months of \$9,839.65, or a monthly average of \$819.87. That the main cost of operating the

agency was the payment of the agent's salary of \$1,890.00 per year or a monthly average of \$157.50. That this gross revenue included all amounts for freight received and forwarded and was not limited to the carriers proportion of such receipts. It was contended on the part of the protestants that business was improving and that the town of Eau Gallie showed signs of future growth. That the past winter was one of the best in the history of the town, that its hotel was running to full capacity during the season and that most of its patrons arrived and departed by rail. That there were also a large number of permanent winter residents who also used the rail transportation. That if the station at Eau Gallie was closed that all passengers destined for Eau Gallie would have their baggage transported to Melbourne and all reservations for the through passenger trains would have to be made at Melbourne and that Eau Gallie would only be a flag stop for these through trains. That it would seriously militate against the future growth of the town and would drive away those who desire to come to Eau Gallie and were dependent upon rail transportation to reach this point.

The Commission finds that while the freight revenues of the carrier have fallen considerably, and that only eleven carloads of freight were received and two carloads forwarded during the twelve months period under consideration from Eau Gallie, that the passenger and express receipts were considerable and that on account of the serious inconvenience of the town, which is dependent to a great extent upon its tourist travel, public convenience and necessity does not permit the closing at this time of said station agency.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of W. R. Kenan, Jr., and Scott M. Loftin, Receivers of Florida East Coast Railway, to close its agency station at Eau Gallie be and the same is hereby **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 10th day of August, 1934.

Order No. 1182.
Docket No. 1222.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF W. R. KENAN, JR., AND
SCOTT M. LOFTIN, RECEIVERS OF FLORIDA
EAST COAST RAILWAY TO CLOSE ITS AGENCY
STATION AT KENANSVILLE, FLA.

1. Pursuant to Notice No. 687 dated July 11, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on Wednesday, August 1, 1934.

Mr. D. Leah appeared for the applicant.

Hon. W. J. Steed of Kissimmee, Fla., and Mr. Peter Tomasello, Sr., appeared for the protestants, as did Hon. C. W. Bruns, Mr. John H. Baisden and Mr. C. D. Adams.

2. It appears from the evidence introduced in this case that the Florida East Coast Railway desires to open an agency at Nittaw, five miles distant from Kenansville, in order to accommodate a large sawmill to be opened at Nittaw in the very near future. That it is impractical to operate both points as a station agency on account of the expense and that the railway could handle all freight originating at Kenansville through its office at Nittaw without inconvenience to the people of Kenansville. That it appears from the evidence that the freight receipts at Kenansville for the twelve months period ended February 28, 1934 amounted to an average of \$582.08 per month; that the passenger receipts amounted to an average of \$5.52 per month and the express receipts to \$24.17 per month and the telegraph receipts to \$13.62, and that such receipts do not warrant the continuance of said office and the payment of an agent.

The protestants claim that this station at Kenansville is an old station. That it has been operated for a long time by the railroad; that the present residents

of Kenansville purchased lots and erected their homes in the belief that the station agency would be continued; that Kenansville is located in the territory far distant from other station agencies and dependent upon the rail service and the telegraph service for contact with the outside world; that there is a probability that considerable canal work will be done at the south end of Lake Kissimmee in the near future; that that immediate section has been declared an emergency relief area and cattle purchased by the government through the Agricultural Department will be shipped through Kenansville and that the cattle industry in Osceola County is centered around the grazing area adjacent to Kenansville and that the removal of this station would impede this industry and be detrimental to the whole community. That the requirements of public convenience and necessity can be best met by the continuance of the agency at Kenansville than by the establishment of a new station at Nittaw for the reason that the shipments at Nittaw will be in a majority of instances carload shipments of lumber which can be much more easily handled without an agent than can general shipments of freight usually made at the office at Kenansville. That there is more necessity for telegraph service for the convenience of the patrons in and around the community of Kenansville than there would be for the people to be served at Nittaw.

The Commission, considering these matters, find that public convenience and necessity does not permit the discontinuance and closing of the agency at Kenansville, Florida.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of W. R. Kenan Jr., and Scott M. Loftin, receivers of the Florida East Coast Railway, for authority to abandon its station agency at Kenansville, Florida, be and the same is hereby **DENIED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 10th day of August 1934.

Order No. 1183,
Docket No. 1224.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY FOR APPROVAL OF A TELEPHONE RATE SCHEDULE FOR THE TOWN OF BELLE GLADE, FLORIDA.

1. It appears from the petition of Southern Bell Telephone & Telegraph Company and from the citizens of Belle Glade, Florida, that at the present time telephone service is furnished to the citizens of Belle Glade by Southern Bell Telephone & Telegraph Company from its West Palm Beach toll switchboard. That the telephone company has been petitioned to operate in said town of Belle Glade an exchange telephone service system and has passed an ordinance authorizing the telephone company to conduct and maintain a local telephone exchange, and by a petition filed with this Commission eighty-three of the representative business people have indicated their willingness to subscribe to telephone service at the rates set out in said petition.

2. It further appearing that both the telephone company and the citizens of the town have petitioned this Commission to establish and promulgate the hereinafter prescribed schedule of rates for local telephone service at Belle Glade, Florida.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the following schedule of telephone rates for the town of Belle Glade, Florida, be and the same is hereby APPROVED effective upon the completion and installation of said exchange in the town of Belle Glade, Florida:

RATES AND THEIR APPLICATION

(A) Within the Base Rate Area, i. e., the City Limits of Belle Glade flat rates are quoted as follows:

	Individual Line	2-Party Line	4-Party Line
Business	\$4.00	—	\$3.00
Residence	2.75	\$2.50	2.00

(B) Outside the area indicated in (A) and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	Individual Line	2-Party Line	4-Party Line
Business	\$4.00	—	\$3.00
Residence	2.75	\$2.50	2.00

It is further ORDERED that the local exchange tariff filed with the Railroad Commission of the State of Florida and attached hereto is approved and made a part of this order.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 8th day of August 1934.

Order No. 1184 transferred to Motor Transportation Orders as Order No. 686½.

Order No. 1185,
Docket No. 1219.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: JURISDICTION OF THE RAILROAD COMMISSION OF FLORIDA OVER THE OPERATION OF STEAMBOATS AND BOATS AND/OR VESSELS OF TEN TONS NET OR OVER AND PROPELLED BY GASOLINE, KEROSENE, FUEL OIL OR ANY SUCH LIKE PROPELLING PRODUCTS, OPERATING ON THE EAST COAST CANAL AND THE ST. JOHNS RIVER, AND ENGAGED IN THE TRANSPORTATION OF PASSENGERS OR FREIGHT FOR HIRE.

1. Pursuant to Notice and Citation No. 1171 dated January 12, 1934, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on the 7th day of February 1934. And then and there appeared the following:

Chester Bedell, representing Miller Boat Line; J. B. L'Engle, representing Florida East Coast Railway; Clifford T. Inglis, G. F. Trescher and J. A. Bliss, representing St. Johns River Line Company; George A. N. Sutton, representing Atlantic Coast Line Railroad Company; W. J. Oven, representing Seaboard Air Line Railway Company; H. H. Lowry, representing Suwannee Steamboat Company; J. J. McCormick, representing Brown's Motor Freight Lines, Inc.; G. C. Livingston, representing Gulf Refining Company, Atlanta, Ga.; Harry B. Fozzard, appearing as an observer and interested spectator; Lieut. T. A. Ferinza, United States District Engineer's Office, Jacksonville, Florida, appearing as an observer and an interested spectator.

2. It appearing that all parties entitled to notice and to be heard have had such notice and hearing, and the Railroad Commission being fully advised in the premises, and having made findings and reached conclusions as expressed in its opinion this date filed in this cause and made a part hereof, thereupon makes the following order:

(a) That St. Johns River Line Company, Suwannee Steamboat Company, Brown's Motor Freight Lines, Inc., and Miller Boat Line, are operating boats or vessels of ten tons net or over and propelled by gasoline, kerosene, fuel oil or such like propelling products in the transportation of freight for hire on the waters of the East Coast Canal and/or St. Johns River in the State of Florida, and are subject to the jurisdiction of the Railroad Commission, and the Railroad Commission hereby assumes jurisdiction over the operation of such boats and the said companies are hereby required to file with said Railroad Commission their

tariffs of rates and charges used by them in such operation on or before the effective date of this order.

(b) It is the purpose of this order to assume jurisdiction over the operation of all companies and any person or persons owning and operating steamships, steamboats and/or boats or vessels of ten tons net or over and propelled by gasoline, kerosene, fuel oil or any such like propelling products used in the transportation of freight or passengers for hire over the East Coast Canal and the St. Johns River, as such companies and persons are hereby required to file with this Commission their tariffs of rates and charges used by them in such operation.

3. This order shall be and become effective on October 1st, 1934.

4. This cause shall remain open on the docket and jurisdiction is hereby retained for the purpose of making such further order or orders as to the Commission may seem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 19th day of September, 1934.

OPINION

Docket No. 1219.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JURISDICTION OF THE RAILROAD COMMISSION OF FLORIDA OVER THE OPERATIONS OF STEAMBOATS AND BOATS AND/OR VESSELS OF TEN TONS NET OR OVER AND PROPELLED BY GASOLINE, KEROSENE, FUEL OIL OR ANY SUCH LIKE PROPELLING PRODUCTS, OPERATING ON THE EAST COAST CANAL AND THE ST. JOHNS RIVER, AND ENGAGED IN THE TRANSPORTATION OF PASSENGERS OR FREIGHT FOR HIRE.

The St. Johns River Line Company, Suwannee Steamboat Company, Brown's Motor Freight Lines, Inc, and Miller Boat Line are operating boats and vessels upon the St. Johns River and/or the East Coast Canal transporting freight or passengers for hire.

The evidence shows that the motive power of these boats are diesel engines, that they are of ten tons net or over and the fuel used is what is known as "distillate" which is a motor fuel refined from crude petroleum and is a like propelling product to gasoline, kerosene and fuel oil.

The question involved in this case is whether such boat lines are common carriers under the definition of that term as used in the statutes, and if so should the Railroad Commission assume and exercise jurisdiction over the operations carried on by such boat lines.

A hearing was held on the question of jurisdiction on February 7th, 1934, and representatives of these boat lines appeared in answer to the citation of the Commission to show cause why it should not assume jurisdiction over the operations of such boat lines, and a full hearing was had.

The statutes of the State of Florida provide as follows:

"6702. Definition of the term 'Common Carrier.' The term 'common carrier' as used in this Chapter shall be deemed to mean and include ****
2nd. All companies and any person or persons owning and operating steamships or persons owning and operating steamships, engaged in the transportation of freight or passengers from and to ports within this State. 3rd. All companies and any person or persons owning and operating steamboats used in the transportation of freight or passengers upon the rivers or inland waters in this State, and also all boats or vessels of ten tons net or over and propelled by gasoline, kerosene, fuel oil, or any such like propelling products running from a coastal port to a coastal port in this State used in the transportation of freight or passengers for hire."

It is also provided in the statutes:

"6329. (4367) CANAL TOLLS REGULATED BY RAILROAD COMMISSION. The regulation of canal tolls on any canal or inland waterway on which boats are operated shall be within the province of the Railroad Commission, and the Railroad Commission is hereby required to fix such schedules of tolls or traffic charges to be charged on any public canal or canals."

"6330. (4368) REGULATION OF TRAFFIC CHARGES BY COMMISSION. The Railroad Commission shall have the same supervisory authority over the canals and inland waterways to regulate traffic charges as they have over railroads and other common carriers."

By Chapter 12,026, Acts of 1927, a special taxing district was formed known as "Florida Inland Navigation District," and a Board of Commissioners was created, the members of which were to be appointed by the Governor. The purpose of creating this District and appointing the Board of Commissioners was to acquire the canal formerly owned by the Florida Coast Line Canal and Transportation Company extending through the counties of Duval, St. Johns, Flagler, Volusia, Brevard, St. Lucie, Martin, Indian River, Palm Beach, Broward and Dade, and to acquire additional right-of-way, and when this canal and the proper franchise and rights of the Florida Coast Line Canal and Transportation Company and the additional right-of-way had been acquired to convey this property to the United States of America.

By Section 22 of Chapter 12,026, Acts of 1927, the Board of Commissioners created by said Act was authorized and empowered "to regulate the speed and operation of all water craft or boats of any kind plying on or using the State waterway or waterways." The extent of the authority of said Board of Commissioners seems to have been the regulation of the physical operation of the boats and no direct authority was conveyed or attempted to be conveyed to regulate the rates of said boats.

The Congress of the United States has never assumed jurisdiction over the operations of water routes,

and the Interstate Commerce Commission has no jurisdiction over "all water carriers," although it has jurisdiction over rail-water and over rail-water-rail routes and rates.

Section 6329, Compiled General Laws of 1927, gives to the Railroad Commission authority to regulate the canal tolls to be charged for the passage of any boats through any canal or inland waterway in the State.

Section 6330 enlarges the jurisdiction of the Commission over the canals and inland waterways of the State to the extent that it may not only regulate the tolls to be assessed on boats for their passage through such canals, but also confers upon the Commission the right to regulate the "traffic charges," or rates to be charged by the boats operated on said canals and inland waterways.

It appears that while the Railroad Commission has no authority to issue certificates of public convenience and necessity to boat lines operating on canals and the inland waterways, that is, the Commission could not deny the right of boats to operate over said canals and inland waterways, but if said boats operate as common carriers transporting property or passengers the Commission has the same jurisdiction to fix the rates and traffic charges for the transportation of such passengers and property as it has over the rates and traffic charges of railroads and other common carriers.

Section 6702, Compiled General Laws, 1927, is Section 4617, Revised General Statutes of Florida, 1920, as amended by Chapter 9308, Acts of 1923. The original sections as it appears in the codification of 1920 was Section 5 of Chapter 4700, Acts of 1899, which was the Chapter which conferred jurisdiction generally upon the Railroad Commission to regulate rail carriers and to prevent unjust discrimination and Section 5 of said Act defined the term "common carrier."

The original Act provided, among other things, that the term "common carrier" shall include:

"2nd. All companies and any person or persons owning and operating steamships, engaged in the transportation of freight or passengers from and to ports within this State. 3rd. All companies and any person or persons owning and operating steamboats used in the transportation of freight or passengers upon the rivers or inland waters of the State."

At the time of the passage of this first Act the terms "steamship" and "steamboat" were general ones and covered all vessels (except perhaps sailboats) operating over the waters of the State. The use of internal combustion engines in boats was then unknown to the transportation business. On or about 1923 the diesel or semi-diesel engine which was a special type of internal combustion engine, came into general use and the legislature at its session of 1923 by Senate Bill 354 amended the language of Section 5 of Chapter 4700, Acts of 1899. (Section 4617 R. G. S.) so that the Railroad Commission might have jurisdiction of boats using such engines and propelled by gasoline, kerosene, fuel oil or any such like propelling products.

The legislative history of Senate Bill No. 354, introduced in the Senate during the legislative session of 1923, which, after amendment, was adopted and became Section 6702, Compiled General Laws of Florida, 1927, was introduced in this case as Exhibit No. 15. The purpose of this introduction of Exhibit No. 15 was to support the contention that the legislature did not intend to place the regulation of **all** power boats of ten tons net and over under the jurisdiction of the Commission, but only such power boats as operated "from coastal port to coastal port." The use of the words "upon the rivers or inland waters of this State" in reference to steamboats and their omission with reference to boats otherwise propelled seems to indicate an intention on the part of the legislature to exclude such boats from regulation by the Railroad Commission if used on rivers or inland waters.

If such statute is susceptible of two constructions, one of which would render the Act unconstitutional and the other constitutional, it is the duty of the Courts and of tribunals exercising quasi-judicial func-

tions to place such construction upon the statute as will render it constitutional.

While such intention of the legislature as above mentioned may be read into the legislative history of Section 6702, yet a construction of this Section holding that power boats of ten tons or over propelled by gasoline or oil, when such boats ply from one "coastal port to a coastal port" in the State, should be under the jurisdiction of the Railroad Commission and the same boat, carrying on the same function of transporting passengers and freight as a common carrier operating "upon the rivers or inland waters of this State," should not be regulated by the Railroad Commission, when all steamboats or steamships which may be of the same tonnage and perform the same functions as the power boats, are under the jurisdiction of the Commission, would create an unjust discrimination, which the Railroad Commission is required to prevent.

It is recognized that a wide scope of discretion is accorded to the State in selecting the subjects of regulation and in classifying the persons affected by a regulation, and while it may not be necessary that a statute passed in exercise of the police power shall apply equally and uniformly to all persons of the State, yet it is necessary, to satisfy the constitutional requirement of equal protection of the law, that said statute shall apply, equally and uniformly to all persons similarly circumstanced.

For instance, Chapter 5424, Acts of 1905, made a separate classification of "railroads" in providing for settlement for claims for goods lost in transit and for this reason was held by the Supreme Court of Florida invalid as violating the due process clause of the Constitution. (See *S. A. L. Ry. Co. —vs.— Simon*, 56 Fla. 545.)

On the other hand the provisions of Chapter 5618, Acts of 1907, are not confined to railroads alone. but include all common carriers and our Supreme Court held that this was a classification in accord with the requirements of the Constitution as to due process of law and the equal protection of the laws. (See *A. C. L. Ry. —vs— Coachman*, 59, Fla. 130; 52 So. 377.)

A more reasonable and certainly a logical construction of the action of the legislature in adopting the Chapter which afterwards became Section 6702, Compiled General Laws of 1927, would be that it was its purpose to bring all common carriers by boat, provided the same were of ten tons and over, under the same jurisdiction and control whether propelled by steam or by internal combustion engine using gasoline, kerosene, fuel oil or any such like propelling products.

It must not be overlooked that Sections 6329 and 6330, Compiled General Laws 1927 were adopted and became a law as Chapter 6888, Acts of 1915, the title of which Chapter is as follows:

“An Act to place the regulation of canal tolls and canal traffic under the Railroad Commission.”

The legislature had knowledge that jurisdiction to regulate rates and traffic charges of boats operating over canals and the inland waterways was conferred by this Chapter upon the Railroad Commission and no attempt to definitely amend these Sections or to withdraw such jurisdiction was indicated in the provisions of Senate Bill No. 354 which carried the following title:

“A BILL to be entitled an Act to amend Section 4617 of the Revised General Statutes, defining the term ‘Common Carrier’ as used in Chapter 6, Title 4, Regulation of railroads, steamboats, etc., Division 4.”

Repeal of a statute by implication is not favored and the legal presumption is that the legislature did not intend to effect so important a measure as the repeal of a law without expressing an intention to do so. The rule of construction in such cases is that the Courts and tribunals exercising quasi-judicial functions should construe the two Acts together and find for the two a reasonable field of operation if the same can be done by any fair, strict or liberal construction.

It might well be said that the legislature, having a full knowledge that all boats operating over canals and inland waterways were already under the jurisdiction of the Railroad Commission as to their rates and

traffic charges under Section 6330, Compiled General Laws of Florida, made the provisions of Section 6702, Compiled General Laws of Florida, applicable only to boats or vessels of ten tons net or over and propelled by gasoline, kerosene, fuel oil or any such like propelling products when they operated from "a coastal port to a coastal port in this State."

Since the Interstate Commerce Commission has no jurisdiction over "all water carriers" nor has it jurisdiction over motor truck operation except through the Code of fair competition organized under the National Recovery Administration, which code expressly disaffirms interference with the State regulatory powers over such trucks; and since the Shipping Board exercised no direct jurisdiction over the rates of boat lines, it seems that public policy requires that some regulatory Commission or authority should regulate truck-water and truck-water-truck routes and rates in order to avoid and prevent discriminations that may arise in such routes and rates against rail and motor common carriers. It was evidently the intention of the legislature to give to the Railroad Commission such jurisdiction.

The record in this case shows that the Federal Government, through its Department of Commerce, only exercises jurisdiction over these boats to the extent of requiring that they be licensed and registered with the Federal Government.

Exhibits 1 to 10 inclusive are copies of consolidated certificates of enrollment and license issued by the Collector of Customs of the United States of America, Department of Commerce, Bureau of Navigation, for each of ten vessels operating on the St. Johns River and the East Coast Canal. These boats are each granted a license to engage in carrying on the "coasting trade" for a period of one year from the date of the issuance of said certificate of enrollment and license.

What does the term "coasting trade" mean and is a vessel or boat operating and plying in the "coasting trade" operating "from a coastal port to a coastal port?" Is the St. Johns River an inland water or is a boat which operates on the St. Johns River between

Jacksonville, Palatka, Sanford and other points in the "coasting trade" operating "from a coastal port to a coastal port" in contemplation of Section 6702, Compiled General Laws of 1927?

This jurisdiction of the Federal Government is exercised regardless of whether the vessels ply between two ports of entry or not. The vessels that are licensed to engage solely in the "coasting trade" are confined in the use of said license to the sea coast of the United States and rivers tributary thereto. It is further shown by the evidence that these vessels which are described in and licensed by the Federal Government and authorized to engage in the "coasting trade" do not have to enter or clear in the customs house, and, therefore, are not held by the Federal Government to be operating between two "ports of entry" as distinguished from ports within the State under the ordinarily accepted meaning of the term. Florida comprises one collection district and Jacksonville is the only port of entry therein, but there are sub-ports at various points.

The word "from coastal port to coastal port" used in the statute do not limit the operation of a boat engaged in the "coasting trade" from one port of entry to another port of entry through the waters of the Atlantic Ocean or the Gulf of Mexico, but applies also to a vessel operating between Jacksonville and some point like Sanford on the St. Johns River, or from Jacksonville to some point on the East Coast Canal. If this were not the proper construction to be placed upon these words the Railroad Commission, while having jurisdiction over a boat operating in common carriage from Jacksonville to West Palm Beach along the coast, would not have jurisdiction of a similar boat operating through the East Coast Canal, although both of said boats might be engaged in the same kind of business at the same time and between the same points.

The evidence shows that the St. Johns River is a navigable stream and empties into the Atlantic Ocean. That from the end of the jetties on the St. Johns River to Jacksonville is about twenty-eight miles and from Jacksonville to Palatka about sixty miles and from Jacksonville to Sanford about one hundred and forty-seven miles. That the controlling depth of the river

between Jacksonville and Palatka is about fourteen feet and from Palatka to Sanford about eight feet. That ocean going vessels come into Jacksonville through the St. Johns River and if of the proper draft could continue on to Palatka and Sanford through the St. Johns River. That many boats of considerable size do come in from the sea and operate as far down as Sanford and that in times past three masted schooners came frequently into Palatka. The St. Johns River is tide water, navigable from the ocean.

The Elizabeth River between Norfolk, Virginia and Hampton Roads was held to be "ocean water" and subject to the International rules of navigation by the Federal Court. (See *Victory* 63 Fed. 631.)

This case was appealed to the Circuit Court of Appeals of the Fourth Circuit and the Circuit Court of Appeals affirmed the finding of the lower Court so far as the construction of the words "coast waters" are concerned. The Court also in commenting upon the provisions of the Act excluding from its provisions the harbors, rivers and inland waters of the United States, said:

"It is not unreasonable to construe these words 'harbors, rivers and inland waters of the United States; as meaning the Great Lakes and their harbors and inland waters connected therewith and such rivers as flow in the interior of the country at long distances from the sea."

The Kissimmee River in Florida might probably be considered as an inland water according to this definition.

The word "coastal" while perhaps not synonymous with, is analagous to, the expressions "coastwise" and "coasting." The latter words have been frequently used in Federal statutes and have been construed by Federal Courts. We do not find the word "coastal" used in the Federal Statutes relating to shipping. The meaning of the term "coastwise" as defined by the dictionaries differs from the meaning given to it by the Courts. While there is nothing in our statutes which indicates that it was the intention of the legislature to define the term "coastal" (or "coastwise" as we deem it to mean) as it is defined by the Courts

rather than by the lexicographers yet we believe it might be reasonably assumed that the legislature intended that this term should be given the meaning universally given to it by the Courts in construing or interpreting other statutes in which it is used. The words "coasting trade" and "coastwise trade" are used synonymously in the statutes of the United States relating to commerce, navigation and revenue.

In the case of UNITED STATE —vs— JAMES MORRISON,, 25 FED. CAS. 581, the Court there said:

"The coasting trade is a part of the commerce among the several states; and it is not the less a part of that commerce because the vessel navigates only from port to port in the same State, up and down a navigable river of the United States and never goes beyond the State boundary."

In RAVESIS —vs —UNITED STATES (C.C.) 37 F. 447, which was an appeal from the District Court, it was said, in reversing the decision of that Court:

"The error assigned in the case and the only matter presented to this Court for decision, is whether the words, 'any vessel engaged in the coastwise trade,' **** include vessels engaged in carrying trade on navigable rivers, or is to be limited to vessels engaged in carrying trade along the seacoast. The District Judge held, and gave judgment accordingly, that 'coastwise trade' means trade or intercourse carried on by sea between two ports or places belonging to the same country, and does not include trade carried on on the navigable rivers. I am inclined to the opinion that this interpretation is too narrow. In the statutes of the United States relating to commerce, navigation, and revenue, the words 'coasting trade' and 'coast wise trade' are used synonymously. (See Act April 14, 1874. Rev. St. Secs. 2513, 4358); 16 Op. Atty. Gen. 247. In the case of Gibbons —vs— Ogden, 9 Wheat, 214 (6 L. Ed. 23), it is said by Chief Justice Marshall, in giving the opinion of the Court: 'The coasting trade' is a term well understood. The law has defined it, and all know its meaning perfectly. The Act describes with great

minuteness the various operations of a vessel engaged in it, and it cannot, we think, be doubted that a voyage from New Jersey to New York is one of those operations."

In the case of SAN FRANCISCO, CALIFORNIA STEAM NAVIGATION COMPANY, 10 CAL. 504, an action was brought to recover for defendants a sum of money for harbor dues in the city and County of San Francisco imposed upon its vessels plying between San Francisco and Sacramento and San Francisco and Stockton. Defendants demurred to the complaint and the demurrer was overruled and judgment entered for plaintiff and from that judgment an appeal was taken. The Court on appeal said:

"The Acts relied on by respondent impose these dues on all vessels **plying coastwise** and entering the harbor of San Francisco; and the only question raised on the record is, whether the defendants' vessels are embraced by this definition. The terms 'plying coastwise,' in this connection, and the 'coasting trade,' have a settled meaning. They were intended to indicate vessels engaged in the domestic trade, or plying between port and port in the United States, as contradistinguished from those vessels engaged in the foreign trade, or plying between a port of the United States and a port of a foreign country. This is evident from the various regulations of commerce made by Acts of Congress and otherwise, and the numerous decisions of Supreme Courts of the Union and of the several States."

The opinion in that case quotes from NORTH RIVER STEAMBOAT COMPANY —vs— LIVINGSTON, 3 COW. (N. Y.) 747, in which the Court in that case giving a definition of the word "coasting trade" said:

"According to the *** coasting trade, *** it means commercial intercourse carried on between different districts in different states, between different places in the same district, on the seacoast or on a navigable river. Agreeably to this definition, a voyage in a vessel of suitable tonnage,

from New York to Albany, is as much a coasting voyage as from Boston to Plymouth or New Bedford. In both, the termini are in the same State, and within the navigable waters of the United States, though in one the navigation is upon a river, in the other on the ocean. **** In corroboration of this construction is the fact that all vessels employed in navigating the river take a coasting license."

The words "coastwise" in the phrase "coastwise commerce" received a broad interpretation applicable to ports connected by inland canals in the case of Baltimore & Philadelphia Steamboat Company —vs— State Tax Commission of Maryland, 145, Atl. 770. In this case the appellant protested an assessment by the State taxing authorities of its corporation stock on the ground that the corporation was engaged only in steamboating and its vessels were within the State Steamboat Tax Exemption Statute. It was provided in the Maryland statutes that all vessels of over five-hundred dead weight tons registered at any port in that State regularly in foreign or **coastwise commerce** between any port in the State of Maryland and any other port or ports beyond the limits of the Chesapeake Bay and its tributaries are exempted from all taxation in that State for State or local purposes.

The State Tax Commission after a hearing found that the vessel of the appellant was regularly engaged in commerce between a port in the State of Maryland, to-wit, "the port of Baltimore as the port of origin, and a port beyond the limits of the Chesapeake Bay and its tributaries the ports of Philadelphia and Chester, Pa., situated on the Delaware River, and that in making its voyages between these points it traversed the Patapsco River, Chesapeake Bay, Elk River, Back Creek, the Chesapeake and Delaware Canal and the Delaware River, and that at no place during its voyage between the points of origin and terminus does it touch on the seacoast, and at no time is it engaged in foreign or coastwise commerce."

The State Tax Commission held that the vessel therefore was not exempted from taxation.

An appeal was then taken to the Baltimore City Court which affirmed the assessment made by the State Tax Commission and this appeal was then taken to the Court of Appeals of Maryland.

This Court reversed the order of the Court below on the ground that the boat of the appellants was engaged in "coastwise commerce" even though that in trading between the ports of Baltimore and Philadelphia it passes from Baltimore down the Patapsco River into Chesapeake Bay, and northward in the bay to the Chesapeake and Delaware Canal and through the canal to the Delaware River and thence to Philadelphia and never reaching the ocean. The Court held that it was clearly manifest the legislature used the term "coastwise" in its commercial or maritime sense as defining the class of water-borne commerce that included the bay traffic, as well as that which goes outside the capes to other domestic ports.

The Miller Boat Line, operated by William M. Miller and his wife, owns no boats but operates two small boats under charter, the "C-McLeod" and the "Daytona Beach, Number One." These boats are power boats propelled by diesel engines using distillate as fuel and draw about six feet loaded. These boats are operated by the Miller Boat Line on the St. Johns River and Crescent Lake between Jacksonville and Crescent City. The route used is through Crescent Lake and Dunn's Creek into the St. Johns River thence to Jacksonville. Dunn's Creek is about seven miles south of Palatka. Both of the boats operated by Miller Boat Line are licensed by the Federal Government to engage in the "coasting trade". Dunn's Creek is tributary to the St. Johns River. The evidence indicates that the boats of the Miller Boat Line call at Palatka and pick up and discharge freight.

From the record in this case the Commission has arrived at the following conclusions of law and conclusions of fact; that

(1) St. Johns River Line Company, Suwannee Steamship Company, Brown's Motor Freight Lines, Inc., and Miller Boat Line are operating boats of ten tons net or over and propelled by gasoline, kerosene,

fuel oil or like propelling products and operate as common carriers transporting freight for any person who offers the same to them for transportation.

(2) That the St. Johns River Line Company operates on the St. Johns River the following boats:

"ORLANDO," "CITY OF SANFORD," "FRANKLIN," "JEAN," "MADISON" and "CITY OF LEESBURG" and all of said boats are registered and enrolled with the Federal Government and have licenses to engage in the "coasting trade." That some of these boats also operate on the East Coast Canal between Jacksonville, Daytona Beach, Cocoa, Titusville and other points. And that some of them also operate between Brunswick, Georgia, and Jacksonville, Florida.

(3) That the Suwannee Steamship Company operates the boats on the St. Johns River known as "CAPTAIN MAGUIRE" and "OCKLAWAHA" and at times when it has an overflow of freight it charters a boat and lighter to carry such freight. That the above mentioned boats are enrolled and licensed by the Bureau of Navigation, Department of Commerce, to engage in the "coasting trade."

(4) That Brown's Motor Freight Lines, Inc., operates on the East Coast Canal between Jacksonville and Vero Beach and other points on the East Coast of Florida the following boats:

"O'KELLA C," "ALAMO" and the "NAVAJO." That said boats are enrolled and licensed by the Bureau of Navigation, Department of Commerce to engage in the "coasting trade."

(5) That the Railroad Commission of the State of Florida has specific authority under the statutes to regulate traffic upon the east coast canal.

(6) That the St. Johns River and the East Coast Canal are "coasting waters" and that the points or ports on such waters can be reached by navigable waters from the sea and are, therefore, coastal ports within the meaning of Section 6702, Compiled General Laws of Florida, 1927.

It is the duty of this Commission to assume and exercise jurisdiction over the operations of such boat lines operating boats or vessels on such waters described herein and to require such boat line companies to file their tariffs and rates with this Commission for its approval.

An appropriate order will be entered.

FLORIDA RAILROAD COMMISSION

Commissioner Douglass **concurs** in the conclusions of the majority as to jurisdiction over boats operated on the East Coast Canal but **dissents** as to jurisdiction over St. Johns River Operations.

Dated at Tallahassee, Florida, this 19th day of September 1934.

Order No. 1186,
Docket No. 1212.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATIONS OF THE
FLORIDA EAST COAST RAILWAY AND THE
SEABOARD AIR LINE RAILWAY FOR AUTHORITY
TO REVISE CLASS RATES BETWEEN JACKSONVILLE
AND MIAMI AND WEST PALM BEACH, FLA., AND TO
CANCEL CERTAIN COMMODITY RATES BETWEEN SAID
POINTS.

Pursuant to Notice No. 678, dated November 27th 1933, these matters came on for hearing before the Railroad Commissioners of the State of Florida in the City of Tallahassee, Florida, at 10 o'clock, A. M., on December 13, 1933.

Pursuant to Notice No. 685, issued March 19, 1934, said matters again came on for hearing before said Railroad Commissioners in the County Court House in the City of Miami, Florida, at 10 o'clock, A. M. on Monday, April 16, 1934, and was continued for the submission of further testimony.

Pursuant to Notice No. 690, issued August 10, 1934, these matters came on for final hearing before said Railroad Commissioners at Tallahassee, Florida, in the Hearing Room of the Commission on September 11, 1934 and then and there appeared the following:

Mr. R. T. Etheridge, A. F. T. M., Seaboard Air Line Railway; Mr. R. K. Parsons and Mr. B. M. Brunson, General Freight Agents of the Florida East Coast Railway; Mr. Thos. D. Guthrie, representing the City of West Palm Beach, Fla., and Mr. C. A. Spires, representing the City of Miami, Fla.

All parties desiring to be heard were fully heard, under oath.

It appears from the evidence submitted that there had been an agreement reached between the F. E. C. Railway and the S. A. L. Railway and the water lines serving the ports of Jacksonville, West Palm Beach and Miami, Fla., to revise the class and commodity rates between Jacksonville and West Palm Beach and Miami, Fla., the stated purpose being the stabilization of such rates.

The proposals would result in increasing the present 1st and 2nd class rates between Jacksonville and Miami, and in reducing classes 3 to 12 inclusive, with the cancellation of many Commodity Rates claimed to be obsolete, and in reductions and advances in the Commodity Rates retained.

Between Jacksonville and West Palm Beach the proposal would result in advances in all class rates, classes 1 to 12 inclusive, and material advances in the Commodity Rates retained as applying between those points.

For many years past the boat lines plying between Jacksonville and West Palm Beach and Miami have provided, in the main, lower rates to and from West Palm Beach than to and from Miami. The proposals, if adopted, would place West Palm Beach rates on the basis of the Miami rates.

And now on this day the Railroad Commisisoners of the State of Florida having fully considered all of

the evidence submitted at said hearings, and being fully advised in the premises, do FIND and ORDER as follows:

FOUND: It is found that in order to stabilize the rates in question it is not necessary to disrupt a practice that has been in vogue for years by providing the same rates to and from West Palm Beach as to and from Miami when for a number of years past carriers have voluntarily accorded rates to and from West Palm Beach in keeping with the difference in distance as between West Palm Beach and Miami.

It is therefore ORDERED that the applications of the Florida East Coast Railway and the Seaboard Air Line Railway for authority to revise Class and Commodity Rates between Jacksonville and West Palm Beach and Miami be, and they are hereby DENIED.

This Order shall become effective on the 21st day of September, 1934.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 21st day of September, 1934.

Order No. 1187.
File No. 1225.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF INTER COUNTY TELEPHONE & TELEGRAPH COMPANY OF FORT MYERS, FLORIDA, TO REVISE TELEPHONE RATES AT BOWLING GREEN, FLORIDA.

1. This matter came on for consideration before the Railroad Commission upon the application of the Inter County Telephone & Telegraph Company for permission and authority to change its magneto or turn-the-crank system into non-attended automatic

system at Bowling Green, Florida, and to revise its rates for the new kind of improved service, and it appearing that the installation of the new non-attended automatic system in Bowling Green and the further installation of two trunk lines from Bowling Green into Wauchula for handling long distance service will require an expenditure of approximately \$4,000.00; and

2. It further appearing from a petition attached to the application that 100% of the subscribers at Bowling Green, whose rates are affected by said change, have joined in said application and have approved the change in telephone service and have agreed to pay the proposed revised rates when the said system shall have been installed.

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Inter County Telephone & Telegraph Company be and it is hereby authorized to change its system at Bowling Green, Florida, from a magneto to the non-attended system, and upon the completion of such change it is authorized to charge the following rates for such service:

WITHIN BASE RATE AREA

Business 1 Party	\$4.00
Residence 1 Party	2.50
Residence 4 Party	2.00

BEYOND BASE RATE AREA—RURAL 8 PARTY

Business	4.00
Residence	3.00

It is further ORDERED that this order shall become effective on the 1st day of November 1934, provided that no objections or protests against these rates are received by this Commission from the patrons of such telephone system.

It is further ORDERED that this matter shall remain open upon the docket of the Commission and that jurisdiction be retained for the purpose of making such further order or orders in the premises as the Commission shall deem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its offices in the city of Tallahassee, Florida, this 17th day of October 1934.

Order No. 1188,
File No. 1226.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF INTER COUNTY TELEPHONE & TELEGRAPH COMPANY FOR PERMISSION AND AUTHORITY TO CONVERT THE PRESENT MAGNETO TO TURN-THE-CRANK SYTEM INTO A COMMON BATTERY SYSTEM AT WAUCHULA, FLORIDA, AND TO REVISE RATES FOR SUCH SERVICE.

1. This matter coming on for consideration before the Railroad Commission upon the application of the Inter County Telephone & Telegraph Company of Fort Myers, Florida, for permission and authority to convert the present Magneto System at Wauchula, Florida, into a Common Battery System and to increase the rates for local telephone service at its Wauchula Exchange, and it appearing that it will require an expenditure of approximately \$10,000.00 in the conversion of its telephone system from a Magneto to Common Battery type, and

2. It further appearing that the patrons of said telephone system have submitted a petition to this Commission asking that the telephone company be authorized to make such change and agreeing to pay the proposed increased rates, and that said petition has been signed by more than 80% of all parties affected by said change in rates.

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Inter County Telephone & Telegraph Company be and it is hereby authorized to make the proposed change in its telephone system at Wauchula, Florida, converting its present magneto service into

a common battery system, and it is further authorized to charge the following increased rates for such service when such conversion has been completed.

WITHIN BASE RATE AREA

Business 1 Party	\$4.00
Business Extension	1.00
Business Joint User	1.00
Residence 1 Party	2.75
Residence 4 Party	2.25
Residence Extension	1.00
Residence Joint User .....	.75

BEYOND BASE RATE AREA WITHIN SIX MILES
OF CENTRAL OFFICE—RURAL 8 PARTY

Business	\$4.50
Residence	3.00

It is further ORDERED that this order shall be and become effective on November 1, 1934, unless objections or protests are filed with this Commission by the patrons of said Telephone Company or other interested parties.

It is further ORDERED that this matter shall remain open on the docket and jurisdiction is hereby retained for the purpose of making such further order or orders as may be proper in the premises.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 17th day of October 1934.

Order No. 1189,
File No. 1227.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF INTER COUNTY TELEPHONE & TELEGRAPH COMPANY TO REVISE ITS RATES FOR SHORT TERM SERVICE.

1. This matter coming on for consideration before the Railroad Commission of the State of Florida upon the application of Inter County Telephone & Telegraph Company of Fort Myers, Florida, to revise its rates for short term service, it appears that under Section 20 of Original Sheet 1, of its General Exchange Tariff, Paragraph 1, contracts that are made for short term period cannot be made for a shorter term than six months and at a rate of one and one-half times the regular authorized rate for the class of service furnished.

2. It further appears that many of the patrons of this telephone company are tourists from various sections of the United States who desire service for a shorter term than six months, and that the present rates are higher than said seasonal patrons feel justified in paying, and the telephone company desires to reduce its rates for short term period by being permitted to enter into a contract for a shorter term than six months.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Inter County Telephone & Telegraph Company be and it is hereby authorized to change its General Exchange Tariff so that it may furnish short term service as follows:

First month, three times the regular rate for service subscribed for.

Each additional month the regular authorized rate for the service subscribed for.

The regular authorized service connection charge as authorized by the Commission to apply upon all short term service as upon other contracts for continued service.

It is further ORDERED that this order shall be and become effective on November 1st, 1934.

It is further ORDERED that this matter shall remain open on the docket of the Commission and jurisdiction is hereby retained for the purpose of making

such further order or orders in the premises as the Commission shall seem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 17th day of October 1934.

Order No. 1190,
File No. 1228.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF INTER COUNTY TELEPHONE & TELEGRAPH COMPANY TO ELIMINATE ZONE 3 FROM THE BASE RATE AREA AT ITS AVON PARK, FLORIDA, EXCHANGE AND TO RATE THE SERVICE THEREIN AS BEYOND THE BASE RATE AREA AND WITHIN SIX MILES OF THE CENTRAL OFFICE.

1. This matter coming on for consideration before the Railroad Commission of the State of Florida upon the application of Inter County Telephone & Telegraph Company of Fort Myers, Florida, for authority to eliminate Zone 3 from its Base Rate Area at its Avon Park, Florida, Exchange, and to place the same in the area designated as beyond its Base Rate Area and within six miles of the Central Office, and it appears that the city limits of Avon Park have recently been reduced so that much of the sparsely settled territory has been thrown out of the corporate limits and included in this territory is the Highlands Lake section embraced in Zone 3, as presently defined, of the Avon Park Exchange;

2. It further appears that the telephone company now desires to eliminate Zone 3, and thus reduce the rates for telephone service to its patrons who formerly resided in Zone 3.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State

of Florida that Inter County Telephone & Telegraph Company be and it is hereby authorized to eliminate Zone 3 from its Base Rate Area at its Avon Park Exchange and to place the same in the area designated as beyond the Base Rate Area and within six miles of the Central Office and to continue to charge for such service the following rates:

**EIGHT PARTY SERVICE WITHIN SIX MILES OF
CENTRAL OFFICE**

Business	\$4.00
Residence	3.00

It is further ORDERED that this order shall become effective on November 1, 1934.

It is further ORDERED that this matter shall remain open on the docket and jurisdiction is hereby retained for the purpose of making such further order or orders in the premises as the Commission shall deem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 17th day of October 1934.

Order No. 1191,
Docket No. 1230.

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**THE RAILROAD COMMISSION OF THE STATE OF
FLORIDA —TO— ALL TELEPHONE COMPAN-
IES OPERATING WITHIN THE STATE OF FLOR-
IDA UNDER ITS JURISDICTION.**

WHEREAS the Telephone Division of the Federal Communications Commission on August 16, 1934 did adopt and promulgate its telephone Orders Nos. 5 and 6, directing and requiring the telephone companies subject to its jurisdiction to prepare and file with it certain information and data, and

WHEREAS it appears to this Commission that such information and data will be of assistance in the proper performance of its duties:

It is, therefore, ORDERED that each of the telephone companies operating within the State of Florida and under the jurisdiction of this Commission which filed with the Federal Communications Commission a return to said Orders No. 5 and 6, be and each are hereby notified, directed and required at the time of such filing to also submit a copy of such return to the Florida Railroad Commission.

It is further ORDERED that each and every of such telephone company operating within the State of Florida be and it is hereby notified, directed and required, unless otherwise authorized by order of this Commission, to file with this Commission a copy of each report or return which it may hereafter submit to said Federal Communications Commission in response to further orders of that Department.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 17th day of October 1934.

Order No. 1192,
Docket No. 1207.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

THE RAILROAD COMMISSION OF THE STATE OF FLORIDA —TO— CLYDE MALLORY LINES, MERCHANTS & MINERS TRANSPORTATION COMPANY, BALTIMORE & CAROLINA LINE, INC., —AND— ALL COMPANIES AND ANY PERSON OR PERSONS OWNING AND OPERATING STEAMSHIPS ENGAGED IN THE TRANSPORTATION OF FREIGHT AND/OR PASSENGERS FROM AND TO PORTS WITHIN THE STATE OF FLORIDA.

It having been made to appear to this Commission that you, and each of you, are operating steam-

ships engaged in the transportation of freight and/or passengers from and to ports within the State of Florida, and are, therefore common carriers as such term is defined in the statutes of the State of Florida, and are subject to the jurisdiction of this Commission:

You, and each of you, are hereby required to file with this Commission your tariff of rates and charges used by you in such operations and are hereby further required to observe the Accounting Classification prescribed for carriers by water by the Interstate Commerce Commission in accordance with Section 20 of the Interstate Commerce Act in keeping your accounts, and to file with this Commission on or before the 31st day of March of each year on forms to be furnished by this Commission an Annual Report of your operations for each calendar year ended December 31st, or show cause before this Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on NOVEMBER 1st, 1934, at 10 o'clock A. M. why you and/or each of you should not be required to observe this order.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 17th day of October 1934.

Order No. 1193, (Supplementing Order No. 1185)
Docket No. 1219.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: JURISDICTION OF THE RAILROAD COMMISSION OF FLORIDA OVER THE OPERATIONS OF STEAMBOATS AND BOATS AND/OR VESSELS OF TEN TONS NET OR OVER AND PROPELLED BY GASOLINE, KEROSENE, FUEL OIL OR ANY SUCH LIKE PROPELLING PRODUCTS, OPERATING ON THE EAST COAST CANAL AND THE ST. JOHNS RIVER, AND ENGAGED IN THE TRANSPORTATION OF PASSENGERS OR FREIGHT FOR HIRE.

1. By Order No. 1185 dated September 19, 1934 the St. Johns River Line Company, Suwannee Steamboat Company, Brown's Motor Freight Lines, Inc., and Miller Boat Line and any person or persons owning and operating steamships, steamboats and/or boats or vessels of ten tons net or over and propelled by gasoline, kerosene, fuel oil or any such like propelling products used in the transportation of freight or passengers for hire over the East Coast Canal and the St. Johns River were required to file with this Commission their tariffs of rates and charges used by them in their operations.

2. It is now further ORDERED that said companies and any person or persons owning and operating steamships, steamboats and/or boats or vessels as above described are hereby further required to observe the Accounting Classification prescribed for carriers by water by the Interstate Commerce Commission in accordance with Section 20 of the Interstate Commerce Act, and to file with this Commission on or before the 31st day of March of each and every year on forms furnished by this Commission an Annual Report of their operations for each calendar year ended December 31st.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 17th days of October 1934.

Order No. 1194,
Docket No. 1207.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

THE RAILROAD COMMISSION OF THE STATE
OF FLORIDA —TO— CLYDE MALLORY LINES,
MERCHANTS & MINERS TRANSPORTATION
COMPANY, BALTIMORE — CAROLINA LINE,
INC., —AND— ALL COMPANIES AND ANY
PERSON OR PERSONS OWNING AND OPERAT-
ING STEAMSHIPS ENGAGED IN THE TRANS-
PORTATION OF FREIGHT AND/OR PASSEN-
GERS FROM AND TO PORTS WITHIN THE
STATE OF FLORIDA.

At the request of the respondent Steamship Lines and upon proper showing having been made:

It is ORDERED that the hearing in the above mentioned cause now fixed for November 1st, 1934 at 10 o'clock A. M., be and the same is hereby POSTPONED until December 4th, 1934, at 10 o'clock A. M. —said hearing to be held at the Hearing Room of the Railroad Commission, Supreme Court Building, Tallahassee, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 29th day of October, 1934.

Order No. 1195,
Docket No. 1231.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF INTER COUNTY TELEPHONE & TELEGRAPH COMPANY FOR PERMISSION TO REVISE RATES FOR PRIVATE BRANCH EXCHANGE TELEPHONE SYSTEMS WITHIN HOTELS AS AUTHORIZED AND APPROVED BY THE COMMISSION ON FEBRUARY 6th, 1931.

1. The petition of Inter County Telephone & Telegraph Company shows that on February 6, 1931 this Commission approved a schedule of rates for hotels in its territory and in and by said schedule a charge of 50c per month per station was permitted where the hotels owned and maintained the wiring. That the petitioner, Inter County Telephone & Telegraph Company now desires to decrease these rates in an amount of 20% to all hotels owning and maintaining their own wiring but desires to continue the same charge where the telephone company now owns and maintains the wires. The petitioner, Inter County Telephone & Telegraph Company, further requests that in view of the fact that commercial hotels in its territory are small and during the summer months

very few of them run over 25% occupancy, that it be allowed a 25% reduction in the annual charges for all the service in and for said hotels where the said hotels pay the bill upon the first month of the calendar year for the entire year.

2. This Commission is now engaged in a State-wide investigation of telephone rates and has received evidence relating specifically to hotel rates and charges, and any order made upon this application should be subject to the order made in the general investigation now being conducted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the schedule of rates approved on February 6, 1931 be and the same is hereby amended so as to permit the Inter County Telephone & Telegraph Company to charge the following rates:

Where hotel companies own the wire,
stations per month each 40c

Where telephone company owns the
wire, stations per month each 50c

It is further ORDERED that the Inter County Telephone & Telegraph Company be and it is hereby permitted to grant a 25% reduction in the annual charges for all service in and for hotels where the said hotels pay for the entire year in advance.

It is further ORDERED that this order shall be subject to any order that may hereafter be made by this Commission as a result of the aforesaid general investigation of telephone rates, and that any contract entered into between Inter-County Telephone & Telegraph Company and any hotel in its territory shall provide that the rates contained in said contract are subject to change in accordance with any subsequent order made by this Commission as a result of said general investigation.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 1st day of November, 1934.

Order No. 1196,
Docket No. 1061.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF BEE LINE FERRY, INC.,
FOR AN AMEDNMENT OF ORDER NO 1129,
DOCKET NO. 1061, DATED NOVEMBER 1st, A. D.
1932 IN REFERENCE TO CERTAIN IMPROVE-
MENTS REQUIRED IN SAID ORDER.

1. Pursuant to Notice No. 697 dated October 17, 1934, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on November 1st, 1934. And then and there appeared the following:

James A. Bussey, Attorney and Chas. R. Carter, President, representing Bee Line Ferry, Inc.

No one appeared as protestants.

2. This matter coming on for further consideration by the Commission upon petition of the Bee Line Ferry, Inc., requesting an amendment of the order entered by this Commission on November 1st, A. D. 1932, No. 1129, Docket No. 1061, and upon consideration of the said petition, it is found:

That a franchise has heretofore been granted to Bee Line Ferry, Inc., as shown by prior orders herein, subject to the furnishing of a bond in the amount of \$5,000.00, conditioned for the actual beginning of operations in the exercise of the franchise heretofore granted, and a like bond in the sum of \$7,500.00, conditioned for the completion of certain improvements by the ferry company within one year after August 1, 1930; that by subsequent orders, the time for completion of the improvements has been extended; that further operations of the Bee Line Ferry, Inc., have made it appear that it would not be to the advantage of the public interests or the interests of the said Bee Line Ferry, Inc., to require the permanent improvements heretofore ordered to be made in the way of permanent fills, bridges, bulkheads and piers, and that

the saving in running time of the ferry boats by reason of such improvements would not compensate for the expenditure of funds necessary to make the same; that the traveling public has been and is adequately being cared for with the present terminals of the ferry, without the building of additional piers, bridges and fills so as to shorten the run; that the petitioner, Bee Line Ferry, Inc., has in all other respects complied with the orders of this Commission and is entitled to a franchise free of the requirement to make the permanent fills, bridges and bulkheads hereinabove described, and there has heretofore been some opposition to the construction of additional piers and fills that might further obstruct the waters of the bay.

It is therefore **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the franchise to establish, operate and maintain a ferry between Pinellas Point in Pinellas County, Florida, on, upon and over the waters of Tampa Bay to the point known as Piney Point in Manatee County, Florida, heretofore granted, be and the same is hereby confirmed and granted in accordance with the plans approved by the War Department and attached to a certain permit issued by the War Department to the said Bee Line Ferry, Inc., on the 26th day of August, 1929, and filed in the record in this case, the said franchise rights herein granted to continue in force for the full period of fifty years from the granting of said franchise, as provided by law, unless sooner cancelled in accordance with the Statutes of the State of Florida.

It is further **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commissioners of the State of Florida that the requirement of a bond in the sum of \$7,500.00, conditioned for the completion and equipment of the permanent works hereinabove described, be and the same is hereby cancelled and annulled, and the requirement in the original franchise, or in subsequent amendments thereto, that certain permanent works in the way of fills, bridges, bulkheads and piers be built and completed by the said Bee Line Ferry, Inc., be and the same is hereby annulled and withdrawn, but the said Bee Line Ferry, Inc., is given the option of making such improvements if it so desires, subject to the regulations of this Commission.

It is further ORDERED that this Cause remain open on the docket and jurisdiction be retained by the Railroad Commission for the purpose of making such further or other order or orders in the premises as may be justified.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 9th day of November, 1934.

Order No. 1197,
Docket No. 1233.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN RE: APPLICATION OF RAILWAY EXPRESS
AGENCY TO CLOSE ITS CITY OFFICE AT SAN-
FORD, FLORIDA, AND CONDUCT ITS ENTIRE
OPERATION AT ITS OFFICE ADJACENT TO
THE ATLANTIC COAST LINE PASSENGER STA-
TION.

1. It appearing from the evidence submitted to the Commission and from a letter of R. K. Smith, Superintendent, that the Railway Express Agency now maintains two offices in the city of Sanford, Florida, one of which is located in the up-town area at the corner of First Street and Oak Avenue, and the other its depot office adjacent to the Atlantic Coast Line passenger station, and that it now desires to close its city office and conduct all of its business at its depot office.

2. It further appearing that ninety-five percent of its business forwarded from Sanford is brought direct to the depot office, and that it operates two regular pick-up and delivery express trucks within certain limits which practically covers the entire corporate limits of the city of Sanford, and in addition it is operating a branch office located in the Western Union Telegraph office and the messengers of the Western Union Telegraph Company call upon shippers and make pick up of packages not exceeding twenty

pounds; and it further appearing that the Chamber of Commerce at Sanford joins in this petition to close the city office of the Railway Express Agency and to transact all of its business at its depot office; and it further appearing that this arrangement will enable the express agency to render just as good service with much less cost:

It is, therefore, **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the Railway Express Agency to close its city office in the city of Sanford, Florida, and to transact all of its business at its depot office adjacent to the Atlantic Coast Line passenger station be and the same is hereby **APPROVED**.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 15th day of November, 1934.

**Order No. 1198,
Docket No. 1234.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF INTER COUNTY TELEPHONE & TELEGRAPH COMPANY OF FORT MYERS, FLORIDA, FOR AUTHORITY TO CONVERT ITS PRESENT MAGNETO OR TURN-THE-CRANK SYSTEM INTO A COMMON BATTERY SYSTEM AT EVERGLADES, FLORIDA, AND TO REVISE THE RATES FOR SERVICE UPON COMPLETION OF THE NEW SYSTEM.

1. It appears from consideration of the petition of Inter County Telephone & Telegraph Company filed with the Commission that the said telephone company now operates at Everglades, Florida, a Magneto or Turn-the-Crank System and that such system is not adequate nor satisfactory to its patrons who are composed mostly of tourists, and that it desires to convert this system into a Common Battery System. It further appears that the cost of making this change

will amount to approximately \$2,000.00, and that the present rates which it is allowed to charge at Everglades will bring in a revenue insufficient to enable the telephone company to make a reasonable return upon its investment. It further appears from this petition that 100% of its subscribers and patrons at the Everglades Exchange have indicated their desire for this change by a petition signed by said subscribers and join in the request to this Commission that the telephone company be permitted to make this change and to increase its rates for such service.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Inter-County Telephone & Telegraph Company be and the same is hereby permitted and authorized to convert its present Magneto or Turn-the Crank System into a Common Battery System at Everglades, Florida, and when said change has been made to charge the following rates for said service:

WITHIN BASE RATE AREA

Business—1 Party Wall	\$ 4.00
Business—Extension Wall	1.00
Residence—1 Party Wall	3.00
Residence—4 Party Wall	2.50
Residence—Extension Wall	1.00

BEYOND BASE RATE WITHIN SIX MILES RURAL 8 PARTY .

Business Wall	\$4.00
Residence Wall	3.00

It is further ORDERED that this cause remain open on the docket of the Commission and jurisdiction be retained of the same for the purpose of making any further order or orders as to the Commission may seem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 4th day of December, 1934.

**Order No. 1199,
Docket No. 1235.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

IN RE: APPLICATION OF INTER COUNTY TELEPHONE & TELEGRAPH COMPANY OF FORT MYERS, FLORIDA, FOR AUTHORITY TO CONVERT THE PRESENT MAGNETO OR TURN-THE-CRANK SYSTEM INTO A COMMON BATTERY SYSTEM AT PUNTA GORDA, FLORIDA, AND TO REVISE THE RATES FOR SERVICE UPON COMPLETION OF THE NEW SYSTEM.

1. It appears from the petition of Inter County Telephone & Telegraph Company filed with this Commission that it now operates a Magneto or Turn-the-Crank System at Punta Gorda, Florida, and charges for local service at Punta Gorda Exchange rates fixed by this Commission on January 1, 1928. That Punta Gorda is the County seat of Charlotte County and is a great tourist town and is entitled to more modern telephone service than can be furnished by the present system, and that the cost of installing a new Common Battery board, changing the present magneto to common battery type, rearranging the plant, rewiring the stations and making repairs to the building and other incidental work in connection with this conversion will entail an expense of approximately \$10,800.00. That the present schedule of rates is insufficient to enable the company to realize a fair return upon its investment, including the investment necessary for the proposed change, and that it will be necessary to slightly increase its rates at Punta Gorda if such modern system is installed. It further appears from a petition signed by the subscribers and patrons of the telephone company at Punta Gorda and attached to the petition of the telephone company, that about 95% of its patrons desire this change and are willing to pay the increased rates and join in this petition for such change. It is further represented to the Commission that if a more modern telephone system is installed that the telephone company would be better enabled to increase its stations than under the old system and thus be enabled to increase its revenue.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the petition of Inter Telephone & Telegraph Company to convert its present Magneto System at Punta Gorda into a Common Battery System be and the same is hereby GRANTED and the telephone company is authorized to charge the following schedule of rates for such service when the new system shall have been installed:

ZONE 1

Business—1 Party	\$4.50
Residence—1 Party	2.75
Residence—4 Party	2.25

ZONE 2

Business—1 Party	\$4.50
Residence—1 Party	3.00
Residence—4 Party	2.50

ZONE 3

Business—1 Party	\$5.00
Business—4 Party	4.00
Residence—1 Party	4.00
Residence—4 Party	3.00

WITHIN SIX MILES OF CENTRAL OFFICE
RURAL 8 PARTY

Business	\$4.50
Residence	3.00

It is further ORDERED that this cause remain open on the docket of the Commission and jurisdiction be retained of the same for the purpose of making any further order or orders as to the Commission may seem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 4th day of December, 1934.

**Order No. 1200,
Docket No. 1088.**

**BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA**

**IN RE: TOLL CHARGES OF PENSACOLA BRIDGE
CORPORATION OF PENSACOLA, FLORIDA, FOR
AUTOMOBILE BUS AND DRIVER.**

1. By Order No. 1035 dated May 22, 1931, Pensacola Bridge Corporation was authorized to charge, among other rates, the following:

Automobile bus and driver	\$1.50
Each additional passenger .....	.10

2. The St. Andrews Bay Transportation Company having secured from this Commission a Certificate of Public Convenience and Necessity for operating passenger bus and truck service between Panama City and Pensacola and over State Road No. 53 from Navarre, Florida, to and across the toll bridge belonging to Pensacola Bridge Corporation across Pensacola Bay, and the Pensacola Bridge Corporation desiring to inaugurate a round trip rate for passenger busses in view of the regular use of the bridge by the St. Andrews Bay Transportation Company, and it has proposed a round trip rate for this service of \$1.50 for each fourteen (14) passenger bus with ten cents (10c) per passenger each way, and has requested that this rate be approved by the Commission for a period of six months from December 15, 1934.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Pensacola Bridge Corporation be and it is hereby authorized to put in effect and charge for a period of six months from December 15, 1934, the following round trip rate:

Fourteen passenger Automobile bus and driver	\$1.50
Each additional passenger— each way .....	.10

It is further ORDERED that this cause shall remain open on the docket of the Commission and jurisdiction is hereby retained for the making of such further order or orders in the premises as to the Commission shall seem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 13th day of December, 1934.

Order No. 1201,
Docket No. RD-108.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF J. E. TILFORD, ON BEHALF OF RAIL CARRIERS FOR AUTHORITY TO REVISE CLASS RATES AND CERTAIN COMMODITY RATES IN FLORIDA FOR DISTANCES 150 MILES AND LESS.

Pursuant to Notice No. 698, issued October 22nd, 1934 the above matter came on for hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Florida, Nov. 20th, 1934, and then and there appeared the following:

R. G. Hodgkin, representing Rail Carriers, F. E. Harrison, State Road Department, J. H. Donnell, Manager, Tampa Traffic Association.

All parties desiring to be heard were fully heard. After hearing all evidence offered, under oath, the Commissioners took the said matter under advisement for final consideration.

And now on this day the Railroad Commissioners of the State of Florida having fully considered all of the evidence adduced at said hearing, and being fully advised in the premises do FIND and ORDER as follows:

It is FOUND that in view of the fact that common carrier truck lines in Florida are using Rail Rates, that

the approval of this application would unbalance the application of rates as between Rail and Truck Lines.

It is further FOUND that no important economy or other benefit would accrue from the approval of this application, and

It is therefore ORDERED that the revision of rates as prayed for in the application referred to in the caption be, and it is hereby denied.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 13th day of December, 1934.

RAILROAD COMMISSION, STATE OF FLORIDA,

Order No. 1202,
Docket No. RD-112.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF THE
RAIL CARRIERS OF FLORIDA, THROUGH
THEIR AGENT, J. E. TILFORD, FOR AUTHORITY
TO REVISE ALL EXISTING COMMODITY
RATES, CL, AND CLASSIFICATION RATINGS
ON IRON AND STEEL ARTICLES IN FLORIDA,
C. L.

Pursuant to Notice No. 698, issued October 22nd, 1934 the above matter came on for hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Florida, Nov. 20th, 1934, and then and there appeared the following:

R. G. Hodgkin, representing Rail Carriers, F. E. Harrison, State Road Department, J. H. Donnell, Manager, Tampa Traffic Association.

All parties desiring to be heard were fully heard. After hearing all evidence offered, under oath, the Commissioners took the said matter under advisement for final consideration.

And now on this day the Railroad Commissioners of the State of Florida having fully considered all of the evidence adduced at said meeting, and being fully advised in the premises do FIND and ORDER as follows:

It is FOUND and ORDERED that J. E. Tilford's Application No. 77, seeking revision of rates on Iron and Steel Articles between points in Florida, be APPROVED with the following proviso:

Provided that rates on Iron and Steel Articles, C. L., now in effect from Tampa, Fla. to Miami, Fla., be continued in effect until further order of the Commission, necessary relief from the long and short haul law and our Freight Rule 2 being hereby extended.

This Order shall take effect on the first day of January, 1935.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 13th day of December, 1934.

RAILROAD COMMISSION, STATE OF FLORIDA,

Order No. 1203,
Docket RD-110.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF J. E.
TILFORD, ON BEHALF OF RAIL CARRIERS IN
FLORIDA FOR AUTHORITY TO CANCEL COM-
MODITY RATES ON SEA ISLAND COTTON BE-
TWEEN POINTS IN FLORIDA.

Pursuant to Notice No. 698, issued October 22nd, 1934 the above matter came on for hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Florida, Nov. 20th, 1934, and then and there appeared the following:

R. G. Hodgkin, representing Rail Carriers, F. E. Harrison, State Road Department, J. H. Donnell, Manager, Tampa Traffic Association.

All parties desiring to be heard were fully heard. After hearing all evidence offered, under oath, the Commissioners took the said matter under advisement for final consideration.

And now on this day the Railroad Commissioners of the State of Florida having fully considered all of the evidence adduced at said hearing, and being fully advised in the premises do FIND and ORDER as follows:

It is FOUND and ORDERED that J. E. Tilford's application No. 79, seeking authority to cancel present commodity rates on Sea Island Cotton between points in Florida be and it is hereby approved.

It is understood that should shipments of Sea Island Cotton be offered they will be handled at the regular Cotton rates.

This Order shall take effect on January 1st, 1935.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 13th day of December, 1934.

RAILROAD COMMISSION, STATE OF FLORIDA,

Order No. 1204,
Docket No. RD-104.

IN THE MATTER OF THE APPLICATION OF RAIL
CARRIER IN FLORIDA FOR AUTHORITY TO
INCREASE PRESENT RATES ON AGRICULTU-
RAL INSECTICIDES AND FUNGICIDES, C. L.,
BETWEEN POINTS IN THE STATE OF FLORIDA

Pursuant to Notice No. 698, issued October 22nd, 1934 the above matter came on for hearing before the Railroad Commissioner of the State of Florida J. E. Tilford's application No. 74 on behalf of all Rail Car-

riers in Florida for authority to increase present rates on Agricultural Insecticides and Fungicides between points in Florida, and then and there appeared the following:

R. G. Hodgkin, representing Rail Carriers, F. E. Harrison, State Road Department, J. H. Donnell, Manager, Tampa Traffic Association.

All parties desiring to be heard were fully heard, and the Commissioners took the said Application under advisement for final consideration.

And now on this day the Railroad Commissioners of the State of Florida having fully considered all of the evidence adduced at said hearing, and being fully advised in the premises do FIND and ORDER as follows:

It is FOUND and ORDERED THAT said Application No. 74 of Mr. J. E. Tilford, Agent, seeking a change in the present rates on Agricultural Insecticides and Fungicides be, and it is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 13th day of December, 1934.

RAILROAD COMMISSION, STATE OF FLORIDA,

Order No. 1205,
Docket No. RD-114.

BEFORE THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

IN THE MATTER OF RATES ON FERTILIZER, C.
L., FROM JACKSONVILLE, FLA. TO THE HAST-
INGS POTATO DISTRICT.

Pursuant to Notice No. 700 issued Nov. 15, 1934 the above matter came on for hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Fla., on Nov. 27th, 1934, and then and there appeared the following:

Mrs. Edith M. James, Counsel, J. A. Bliss, V. P., and W. M. Bliss, C. A., St. Johns River Line Company; W. M. Miller, Manager, Miller River Line, and R. K. Parsons, A. G. F. A., Florida East Coast Railway.

All parties desiring to be heard were fully heard, under oath. After hearing all evidence offered the Commissioners took the said matter under advisement for final consideration.

And now on this day the Railroad Commissioners of the State of Florida having fully considered all of the evidence at said hearing and being fully advised in the premises, do FIND and ORDER as follows:

It is FOUND that in order for the Boat Line common carriers operating on the St. Johns River to compete with Rail Carriers in the handling of Fertilizer C. L., from Jacksonville, Fla. to the potato growing territory, known generally as the "Hastings potato district," it is necessary for such boat lines to provide for delivery of such Fertilizer at points of destination, with a differential to overcome the slower water service.

It is therefore ORDERED that the following rates shall be applied by the boat lines named on Fertilizer, C. L., from Jacksonville, Fla., to the points named, out of which rates there shall be allowed 30c per ton to the Consignee for delivery at destination:

ST. JOHNS RIVER LINE COMPANY

To	Per ton 2000 lbs.
Hastings Landing, Fla.	\$1.60
Palatka, Fla.	1.60
Shell Bluff, Fla.	2.00

MILLER RIVER LINE

Hastings Landing, Fla.	1.50
Palatka, Fla.	1.50
San Mateo, Fla.	1.50
Shell Bluf, Fla.	1.90

Less than carload Fertilizer rates should be made 130% of the carload rates.

The delivery allowance of 30c per ton applies to both carload and less than carload shipments.

The effective date of this Order shall be retroactive to December 4, 1934.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 13th day of December, 1934.

STATISTICS

Railroad Companies

Toll Bridge Companies

Express Companies

Sleeping Car Companies

Electric Railways

Boat Line Companies

Telegraph-Cable Companies

Telephone Companies

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF ROAD	ASSETS										LIABILITIES									
	Investment in Road and Equipment	Improvements On Leased Property	Sinking Funds	Deposits in Lieu of Mortgaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	Stock	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Grand Total	
Alabama, Florida & Gulf Railroad	\$ 149,123.60	\$	\$	\$	\$	\$	\$	\$ 3,769.05	\$ 780.51	\$	\$ 153,673.16	\$ (1) 142,293.30	\$	\$ 11,099.47	\$	\$ 6,803.49	\$	\$ *6,523.10	\$ 153,673.16	
Alabama & Western Florida Railroad Co.	151,240.98							4,789.53	1,600.00	700.00	158,330.51	153,200.00		25,946.89		9,629.77		*30,446.15	158,330.51	
Apalachicola Northern Railroad								34,736.30		4,017.78	38,754.08			28,914.83		18,428.68		*8,589.43	38,754.08	
Atlanta & St. Andrews Bay Railway Company	1,811,541.22				11,968.10	11,500.00	16,000.00	146,230.90		26,998.81	2,024,239.03	300,000.00	2,482,958.26	62,435.32		119,588.38	8,376.52	*949,119.45	2,024,239.03	
Atlantic Coast Line Railroad Company	273,707,082.95	430,352.59	21,919.35	16,930.74	613,308.01	80,358,924.97	6,794,909.20	11,053,239.98	929,244.73	614,495.65	374,540,408.17	87,376,389.30	152,353,530.00	7,007,575.77	(a) 1,869,865.19	38,272,415.26	4,455,035.81	83,202,596.84	374,540,408.17	
Florida East Coast Railway Company	115,774,168.96	26,001.93		86,254.83	291,906.84	1,733,493.62	4,956.58	3,325,687.86	8,397,078.76	2,708,725.90	132,348,275.28	37,500,000.00	61,980,075.00	9,287,363.52	(b) 8,296,273.79	10,944,887.89	941,855.00	3,397,820.08	132,348,275.28	
Georgia & Florida Railroad	20,947,148.83	95,954.98		6,073.37	151,403.01	159,035.68	1.00	184,049.68	7,980.10	1,285,628.33	22,837,274.98	13,382,440.76	8,796,721.00	3,201,130.93	(c) 8,680.00	628,603.75	12,461.65	*3,192,763.11	22,837,274.98	
Georgia Southern & Florida Railway Co.	16,283,493.48	18,548.83			57,932.15	122,196.65	1.00	560,112.28	16,631.56	550,789.12	17,609,705.07	3,768,000.00	8,127,598.48	875,742.81	(d) 512,613.16	1,547,065.21	58,478.73	2,720,206.68	17,609,705.07	
Jacksonville, Gainesville & Gulf Railway	414,746.75				1.00			45,120.69	1,414.93	272.75	461,556.12	5,000.00	550,160.88	90,520.75		5,357.66	32.50	*189,515.67	461,556.12	
Jacksonville Terminal Company	4,694,163.85				100,876.30			390,502.07	75.00	945.14	5,186,562.36	375,200.00	4,030,000.00	462,513.13	819.65	63,328.19	30,079.86	224,621.53	5,186,562.36	
Live Oak, Perry & Gulf Railroad Co.	1,325,061.73				176,196.53	4,041.76	1,500.00	35,223.78	3,741.66	1,545,765.46	600,000.00	490,000.00	13,840.50	13,840.50	(e) 7,040.67	1,000,904.93	214,737.20	*780,757.84	1,545,765.46	
Louisville & Nashville Railroad Co.	450,036,089.34	2,406,652.89	391,345.07	17,501.80	2,432,771.08	27,159,493.69	8,165,049.27	29,693,749.30	7,827,930.73	4,015,038.10	532,145,621.27	117,012,116.76	234,220,733.64	8,827,809.16	(f) 3,092,462.91	81,035,886.57	3,443,984.37	84,512,627.86	532,145,621.27	
Port St. Joe Dock & Terminal Railway Co.	1,117,543.92				131,757.96	433.34		4,131.78	25.07	1,253,892.07	100,000.00	1,106,000.00	329,044.72	1,485.60				*282,638.25	1,253,892.07	
St. Johns River Terminal Company	2,169,985.80				2,566.40	4,763.08		212,439.73	630.44	879.61	2,391,265.06	100,000.00	2,028,641.88	64,188.41	(g) 3,560.23	79,378.23	55,602.15	59,894.16	2,391,265.06	
St. Louis-San Francisco Railway Co.	417,255,301.14			23,922.58	177,838.48	33,912,509.87	11,617,851.71	12,587,947.67	237,047.55	1,304,183.59	477,116,602.59	114,701,526.00	286,307,766.57	39,053,050.99	289,056.04	43,316,829.30	1,234,394.48	*7,786,020.79	477,116,602.59	
Seaboard Air Line Railway Company	236,982,177.66	770,219.03		105,007.55	3,527,610.28	29,642,586.65	4,185,863.78	12,454,808.02	368,201.71	1,559,690.98	289,596,165.66	85,110,662.21	162,467,027.79	50,046,687.20	(h) 941,753.91	20,476,550.29	834,418.75	*30,280,934.49	289,596,165.66	
Tampa Northern Railroad Company	2,497,684.19				11,662.30			345,961.97	4,967.99	28,590.49	2,888,866.94	750,000.00	2,975,699.29	160,931.12	129,689.71	24,709.63	44,712.50	*1,196,875.31	2,888,866.94	
Tampa Union Station Company	282,855.50							10,589.76	3.00	2,792.05	296,240.31	30,000.00	251,269.95	8,833.08		370.60		5,766.68	296,240.31	
Tavares & Gulf Railroad Company	756,357.49				7,046.48	1,646.24		49,231.23	1,491.00	975.90	816,748.34	250,000.00	485,300.00	24,546.91		20,694.35	3,487.60	32,719.48	816,748.34	
The Marianna & Blountstown R. R. Co.	247,194.48					1,500.00		8,854.66		39,500.36	297,049.50	120,000.00	233,000.00	12,986.06		31,608.51	1,126.93	*101,672.00	297,049.50	
The South Georgia Railway Company	632,915.49				27,317.20	(2) 7,860.00	24,828.13	35,543.98	2,902.24	98.22	731,465.26	686,000.00		1,679.59		84,368.51	3,968.30	*44,551.14	731,465.26	
Trans Florida Central Railroad Company	102,679.15							489.58			103,168.73	120,162.84		1,144.56		5,620.59		*23,759.26	103,168.73	
Total	\$1,547,338,556.51	\$3,747,730.25	\$ 413,264.42	\$ 255,690.87	\$7,710,499.82	\$173,131,214.51	\$ 30,811,394.01	\$ 71,187,209.80	\$ 17,797,980.25	\$ 12,148,089.51	\$1,864,541,629.95	\$462,582,991.17	\$928,889,482.74	\$119,597,985.72	\$ 15,151,815.26	\$197,694,515.39	\$ 11,342,752.35	\$129,282,087.32	\$1,864,541,629.95	

*Indicates debit item or deficit.

- (a) Includes \$74,784.00 grants in aid of construction.
(b) Includes 30,133.06 grants in aid of construction.
(c) Includes 1,500.00 grants in aid of construction.
(d) Includes 100.00 grants in aid of construction.
(e) Includes 52.67 grants in aid of construction.
(f) Includes 38,778.87 grants in aid of construction.
(g) Includes 464.13 grants in aid of construction.
(h) Includes 13,888.80 grants in aid of construction.
(1) Investment in Road by The Dothan National Bank, owner, operated under receivership.
(2) Investment in securities issued by accounting company.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933

GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF ROAD	ASSETS											Stock
	Investment in Road and Equipment	Improvements On Leased Property	Sinking Funds	Deposits in Lieu of Mortgaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	
Alabama, Florida & Gulf Railroad	\$ 149,123.60	\$	\$	\$	\$	\$	\$	\$ 3,769.05	\$ 780.51	\$	\$ 153,673.16	\$(1) 142,293.30
Alabama & Western Florida Railroad Co.	151,240.98							4,789.53	1,600.00	700.00	158,330.51	153,200.00
Apalachicola Northern Railroad								34,736.30		4,017.78	38,754.08	
Atlanta & St. Andrews Bay Railway Company	1,811,541.22				11,968.10	11,500.00	16,000.00	146,230.90		26,998.81	2,024,239.03	300,000.00
Atlantic Coast Line Railroad Company	273,707,082.95	430,352.59	21,919.35	16,930.74	613,308.01	80,358,924.97	6,794,909.20	11,053,239.98	929,244.73	614,495.65	374,540,408.17	87,376,389.30
Florida East Coast Railway Company	115,774,168.96	26,001.93		86,254.83	291,906.84	1,733,493.62	4,956.58	3,325,687.86	8,397,078.76	2,708,725.90	132,348,275.28	37,500,000.00
Georgia & Florida Railroad	20,947,148.83	95,954.98		6,073.37	151,403.01	159,035.68	1.00	184,049.68	7,980.10	1,285,628.33	22,837,274.98	13,382,440.76
Georgia Southern & Florida Railway Co.	16,283,493.48	18,548.83			57,932.15	122,196.65	1.00	560,112.28	16,631.56	550,789.12	17,609,705.07	3,768,000.00
Jacksonville, Gainesville & Gulf Railway	414,746.75				1.00			45,120.69	1,414.93	272.75	461,556.12	5,000.00
Jacksonville Terminal Company	4,694,163.85				100,876.30			390,502.07	75.00	945.14	5,186,562.36	375,200.00
Live Oak, Perry & Gulf Railroad Co.	1,325,061.73				176,196.53	4,041.76	1,500.00	35,223.78		3,741.66	1,545,765.46	600,000.00
Louisville & Nashville Railroad Co.	450,036,089.34	2,406,652.89	391,345.07	17,501.80	2,432,771.08	27,159,493.69	8,165,049.27	29,693,749.30	7,827,930.73	4,015,038.10	532,145,621.27	117,012,116.76
Port St. Joe Dock & Terminal Railway Co.	1,117,543.92				131,757.96		433.34	4,131.78		25.07	1,253,892.07	100,000.00
St. Johns River Terminal Company	2,169,985.80				2,566.40	4,763.08		212,439.73	630.44	879.61	2,391,265.06	100,000.00
St. Louis-San Francisco Railway Co.	417,255,301.14			23,922.58	177,838.48	33,912,509.87	11,617,851.71	12,587,947.67	237,047.55	1,304,183.59	477,116,602.59	114,701,526.00
Seaboard Air Line Railway Company	236,982,177.66	770,219.03		105,007.55	3,527,610.28	29,642,586.65	4,185,863.78	12,454,808.02	368,201.71	1,559,690.98	289,596,165.66	85,110,662.21
Tampa Northern Railroad Company	2,497,684.19				11,662.30			345,961.97	4,967.99	28,590.49	2,888,866.94	750,000.00
Tampa Union Station Company	282,855.50							10,589.76	3.00	2,792.05	296,240.31	30,000.00
Tavares & Gulf Railroad Company	756,357.49				7,046.48	1,646.24		49,231.23	1,491.00	975.90	816,748.34	250,000.00
The Marianna & Blountstown R. R. Co.	247,194.48				1,500.00			8,854.66		39,500.36	297,049.50	120,000.00
The South Georgia Railway Company	632,915.49				27,317.20	(2) 7,860.00	24,828.13	35,543.98	2,902.24	98.22	731,465.26	686,000.00
Trans Florida Central Railroad Company	102,679.15							489.58			103,168.73	120,162.84
Total	\$1,547,338,556.51	\$3,747,730.25	\$ 413,264.42	\$ 255,690.87	\$7,710,499.82	\$173,131,214.51	\$ 30,811,394.01	\$ 71,187,209.80	\$ 17,797,980.25	\$ 12,148,089.51	\$1,864,541,629.95	\$462,582,991.17

*Indicates debit item or deficit.

- (a) Includes \$74,784.00 grants in aid of construction.
 (b) Includes 30,133.06 grants in aid of construction.
 (c) Includes 1,500.00 grants in aid of construction.
 (d) Includes 100.00 grants in aid of construction.
 (e) Includes 52.67 grants in aid of construction.
 (f) Includes 38,778.87 grants in aid of construction.
 (g) Includes 464.13 grants in aid of construction.
 (h) Includes 13,888.80 grants in aid of construction.
 (1) Investment in Road by The Dothan National Bank, owner, operated under receivership.
 (2) Investment in securities issued by accounting company.

COMPANIES—CALENDAR YEAR 1933

SHEET—ENTIRE LINE

			LIABILITIES							
Deferred Assets	Unadjusted Debits	Grand Total	Stock	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Grand Total
\$ 780.51	\$	\$ 153,673.16	\$ (1) 142,293.30	\$	\$ 11,099.47	\$	\$ 6,803.49	\$	\$ *6,523.10	\$ 153,673.16
1,600.00	700.00	158,330.51	153,200.00		25,946.89		9,629.77		*30,446.15	158,330.51
	4,017.78	38,754.08			28,914.83		18,428.68		*8,589.43	38,754.08
	26,998.81	2,024,239.03	300,000.00	2,482,958.26	62,435.32		119,588.38	8,376.52	*949,119.45	2,024,239.03
929,244.73	614,495.65	374,540,408.17	87,376,389.30	152,353,530.00	7,007,575.77	(a) 1,869,865.19	38,272,415.26	4,455,035.81	83,202,596.84	374,540,408.17
8,397,078.76	2,708,725.90	132,348,275.28	37,500,000.00	61,980,075.00	9,287,363.52	(b) 8,296,273.79	10,944,887.89	941,855.00	3,397,820.08	132,348,275.28
7,980.10	1,285,628.33	22,837,274.98	13,382,440.76	8,796,721.00	3,201,130.93	(c) 8,680.00	628,603.75	12,461.65	*3,192,763.11	22,837,274.98
16,631.56	550,789.12	17,609,705.07	3,768,000.00	8,127,598.48	875,742.81	(d) 512,613.16	1,547,065.21	58,478.73	2,720,206.68	17,609,705.07
1,414.93	272.75	461,556.12	5,000.00	550,160.88	90,520.75		5,357.66	32.50	*189,515.67	461,556.12
75.00	945.14	5,186,562.36	375,200.00	4,030,000.00	462,513.13		63,328.19	30,079.86	224,621.53	5,186,562.36
	3,741.66	1,545,765.46	600,000.00	490,000.00	13,840.50	(e) 7,040.67	1,000,904.93	214,737.20	*780,757.84	1,545,765.46
7,827,930.73	4,015,038.10	532,145,621.27	117,012,116.76	234,220,733.64	8,827,809.16	(f) 3,092,462.91	81,035,886.57	3,443,984.37	84,512,627.86	532,145,621.27
	25.07	1,253,892.07	100,000.00	1,106,000.00	329,044.72		1,485.60		*282,638.25	1,253,892.07
630.44	879.61	2,391,265.06	100,000.00	2,028,641.88	64,188.41	(g) 3,560.23	79,378.23	55,602.15	59,894.16	2,391,265.06
237,047.55	1,304,183.59	477,116,602.59	114,701,526.00	286,307,766.57	39,053,050.99		43,316,829.30	1,234,394.48	*7,786,020.79	477,116,602.59
368,201.71	1,559,690.98	289,596,165.66	85,110,662.21	162,467,027.79	50,046,687.20	(h) 941,753.91	20,476,550.29	834,418.75	*30,280,934.49	289,596,165.66
4,967.99	28,590.49	2,888,866.94	750,000.00	2,975,699.29	160,931.12		24,709.63	44,712.50	*1,196,875.31	2,888,866.94
3.00	2,792.05	296,240.31	30,000.00	251,269.95	8,833.08		370.60		5,766.68	296,240.31
1,491.00	975.90	816,748.34	250,000.00	485,300.00	24,546.91		20,694.35	3,487.60	32,719.48	816,748.34
	39,500.36	297,049.50	120,000.00	233,000.00	12,986.06		31,608.51	1,126.93	*101,672.00	297,049.50
2,902.24	98.22	731,465.26	686,000.00		1,679.59		84,368.51	3,968.30	*44,551.14	731,465.26
		103,168.73	120,162.84		1,144.56		5,620.59		*23,759.26	103,168.73
\$ 17,797,980.25	\$ 12,148,089.51	\$ 1,864,541,629.95	\$ 462,582,991.17	\$ 928,889,482.74	\$ 119,597,985.72	\$ 15,151,815.26	\$ 197,694,515.39	\$ 11,342,752.35	\$ 129,282,087.32	\$ 1,864,541,629.95

rated under

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
PROFIT AND LOSS ACCOUNT—ENTIRE LINE

NAME OF ROAD	Balance at beginning of year	Railway Oper- ating Income Current Yr.	Net Miscellan- eous Debits or Credits to Railway In- come	Current Balance to Profit & Loss Acct.	Miscellaneous Debits or Credits to P. & L. Acct.	Balance at Close of Year 1933
Alabama, Florida & Gulf Railroad	\$ *5,806.92	\$ 1,898.12	\$ *2,614.30	\$ *716.18	\$	\$ *6,523.10
Alabama & Western Florida Railroad Co.	*29,449.11	4.64	*2,291.00	*2,286.36	1,289.32	*30,446.15
Apalachicola Northern Railroad	*9,395.66	4,014.95	*3,208.72	806.23		*8,589.43
Atlanta & St. Andrews Bay Railway Co.	*963,785.59	157,053.40	*125,171.76	31,881.64	*17,215.50	*949,119.45
Atlantic Coast Line Railroad Company	86,070,645.60	5,152,048.64	*7,568,939.33	*2,416,890.69	*451,158.07	83,202,596.84
Florida East Coast Railway Company	7,046,808.23	294,239.26	*3,479,874.04	*3,185,634.78	*463,353.37	3,397,820.08
Georgia & Florida Railroad	*2,131,856.71	*14,722.64	*603,587.24	*618,309.88	*442,596.52	*3,192,763.11
Georgia Southern & Florida Railway Co.	2,983,784.09	48,238.90	*325,524.92	*277,286.02	13,708.61	2,720,206.68
Jacksonville, Gainesville & Gulf Railway	*175,643.69	19,616.15	*33,322.58	*13,706.43	*165.55	*189,515.67
Jacksonville Terminal Company	224,562.12	*53,548.53	53,607.94	59.41		224,621.53
Live Oak, Perry & Gulf Railroad Co.	*729,751.38	30,339.52	*23,032.73	7,306.79	*58,313.25	*780,757.84
Louisville & Nashville Railroad Co.	84,476,811.53	11,380,593.45	*9,584,877.23	1,795,716.22	*1,759,899.89	84,512,627.86
Port St. Joe Dock & Terminal Railway Co.	*268,745.96	*379.62	*13,281.88	*13,661.50	*230.79	*282,638.25
St. Johns River Terminal Company	57,113.23	39,730.11	*32,324.82	7,405.29	*4,624.36	59,894.16
St. Louis-San Francisco Railway Co.	4,541,457.52	3,829,226.88	*13,124,931.05	*9,295,704.17	*3,031,774.14	*7,786,020.79
Seaboard Air Line Railway Company	*21,678,279.38	3,525,763.22	*10,056,266.94	*6,530,503.72	*2,072,151.39	*30,280,934.49
Tampa Northern Railroad Company	*1,207,243.32	*1,332.68	11,700.69	10,368.01		*1,196,875.31
Tampa Union Station Company	4,566.68	*7,261.48	8,461.48	1,200.00		5,766.68
Tavares & Gulf Railroad Company	21,677.63	41,038.72	*29,994.88	11,043.84	*1.99	32,719.48
The Marianna & Blountstown R. R. Co.	*106,988.23	6,913.81	*15,947.94	*9,034.13	14,350.36	*101,672.00
The South Georgia Railway Company	*53,695.92	24,293.23	*14,820.11	9,473.12	*328.34	*44,551.14
Trans Florida Central Railroad Co.	*22,920.39	*569.47	*269.40	*838.87		*23,759.26
Total,	\$158,043,864.37	\$ 24,477,198.58	\$ *44,966,510.76	\$ *20,489,312.18	\$ *8,272,464.87	\$129,282,087.32

*Indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
INCOME ACCOUNT—ENTIRE LINE

NAME OF ROAD	Railway Operating Revenues	Net Revenue from Railway Operations	Railway Operating Expenses	Railway Tax Accruals	Uncollectible Railway Revenues	Other Income Debits and Credits	Net Revenue Carried to P. & L. Acct
Alabama, Florida & Gulf Railroad	\$ 10,793.00	\$ 8,181.98	\$ 2,611.02	\$ 712.90	\$	\$ *2,614.30	\$ *716.18
Alabama & Western Florida Railroad Co.	27,505.40	25,401.97	2,103.43	1,919.74	179.05	*2,291.00	*2,286.86
Apalachicola Northern Railroad	91,125.39	78,420.28	12,705.11	8,690.16		*3,208.72	806.23
Atlanta & St. Andrews Bay Railway Co.	375,269.56	205,321.76	169,947.80	12,576.55	317.85	*125,171.76	31,881.64
Atlantic Coast Line Railroad Company	37,908,943.33	29,127,630.44	8,781,312.89	3,617,000.00	12,264.25	*7,568,939.33	*2,416,890.69
Florida East Coast Railway Company	6,693,545.76	5,538,937.39	1,154,608.37	859,566.92	802.19	*3,479,874.04	*3,185,634.78
Georgia & Florida Railroad	975,718.81	927,097.49	48,621.32	63,091.39	252.57	*603,587.24	*618,309.88
Georgia Southern & Florida Railway Co.	1,634,446.82	1,442,247.38	192,199.44	143,419.94	540.60	*325,524.92	*277,286.02
Jacksonville, Gainesville & Gulf Railway	64,705.03	41,322.26	23,382.77	3,748.62	18.00	*33,322.58	*13,706.43
Jacksonville Terminal Company				53,548.53		53,607.94	59.41
Live Oak, Perry & Gulf Railroad Co.	151,778.79	121,751.07	30,027.72	*323.03	*11.23	*23,032.73	7,306.79
Louisville & Nashville Railroad Co.	65,656,958.04	50,248,571.00	15,408,387.04	4,010,052.04	17,741.55	*9,584,877.23	1,795,716.22
Port St. Joe Dock & Terminal Railway Co.	27.60	403.52	*375.92	3.70		*13,281.88	*13,661.50
St. Johns River Terminal Company	291,240.80	214,940.03	76,300.77	36,564.66	6.00	*32,324.82	7,405.29
St. Louis-San Francisco Railway Co.	38,731,159.55	31,705,417.47	7,025,742.08	3,182,950.03	13,565.17	*13,124,931.05	*9,295,704.17
Seaboard Air Line Railway Company	31,549,556.51	25,810,071.75	5,739,484.76	2,199,480.78	14,240.76	*10,056,266.94	*6,530,503.72
Tampa Northern Railroad Company	76,469.23	41,023.96	35,445.27	36,497.65	280.30	11,700.69	10,368.01
Tampa Union Station Company				7,261.48		8,461.48	1,200.00
Tavares & Gulf Railroad Company	110,477.09	60,424.00	50,053.09	8,908.70	105.67	*29,994.88	11,043.84
The Marianna & Blountstown R. R. Co.	39,777.82	29,834.11	9,943.71	3,029.90		*15,947.94	*9,034.13
The South Georgia Railway Company	98,327.84	65,334.62	32,993.22	8,699.99		*14,820.11	9,473.12
Trans Florida Central Railroad Co.	4,904.86	4,353.00	551.86	1,121.33		*269.40	*338.87
Total,	\$184,492,731.23	\$145,696,685.48	\$ 38,796,045.75	\$ 14,258,521.98	\$ 60,325.19	\$*44,966,510.76	\$*20,489,312.18

*Indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
OPERATING REVENUES—ENTIRE LINE

NAME OF ROAD	Freight	Passenger	Excess Baggage	Mail	Express	Switching	All Other	Total Revenue
Alabama, Florida & Gulf Railroad	\$ 7,506.61	\$ 20.60	\$	\$ 3,241.08	\$ 15.00	\$	\$ 9.71	\$ 10,793.00
Alabama & Western Florida Railroad Co.	22,430.41	361.49	.....	4,275.00	.....	320.50	118.00	27,505.40
Apalachicola Northern Railroad	63,599.86	4,114.81	8.89	18,090.22	3,932.58	.....	1,379.03	91,125.39
Atlanta & St. Andrews Bay Railway Co.	347,639.25	3,805.45	11.42	17,012.55	3,436.93	1,797.75	1,566.21	375,269.56
Atlantic Coast Line Railroad Company ..	29,660,525.26	4,223,522.56	32,649.20	1,470,879.86	1,166,447.85	239,812.95	1,115,105.65	37,908,943.33
Florida East Coast Railway Company	4,467,872.05	1,381,893.26	15,876.26	283,172.49	230,131.88	23,377.28	291,222.54	6,693,545.76
Georgia & Florida Railroad	899,563.22	19,407.32	32.21	35,532.41	4,183.72	3,200.32	13,799.61	976,718.81
Georgia Southern & Florida Railway Co.	1,196,512.10	232,246.35	461.42	148,995.36	21,575.12	2,527.54	32,128.93	1,634,446.82
Jacksonville, Gainesville & Gulf Railway ..	45,895.91	.25	.....	.....	202.94	18,381.25	224.68	64,705.03
Jacksonville Terminal Company	(a)	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Co.	139,044.90	1,193.87	.57	8,688.37	900.21	116.82	1,834.05	151,778.79
Louisville & Nashville Railroad Co.	56,203,045.51	4,531,424.04	28,846.73	1,955,017.75	1,101,923.00	661,239.08	1,175,461.93	65,656,958.04
Port St. Joe Dock & Terminal Railway Co. ....	.....	.....	.....	.....	.....	.....	27.60	27.60
St. Johns River Terminal Company .....	.....	.....	.....	.....	.....	288,884.15	2,356.65	291,240.80
St. Louis-San Francisco Railway Co.	33,199,810.18	2,314,577.43	10,836.11	1,274,319.53	546,153.76	886,794.55	498,667.99	38,731,159.55
Seaboard Air Line Railway Company	26,040,603.03	2,383,789.34	15,411.41	1,012,420.24	1,049,424.47	248,549.66	799,358.36	31,549,556.51
Tampa Northern Railroad Company .....	.....	.....	.....	.....	.....	76,469.23	.....	76,469.23
Tampa Union Station Company	(a)	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company	107,792.96	22.06	.....	1,365.35	635.80	498.66	162.26	110,477.09
The Marianna & Blountstown R. R. Co.	36,632.14	.....	.....	3,037.50	.....	6.75	51.43	39,777.82
The South Georgia Railway Company	81,849.48	1,532.82	.....	12,909.58	362.32	870.09	803.55	98,327.84
Trans Florida Central Railroad Co.	3,264.38	6.24	.....	1,236.00	.....	.....	398.24	4,904.86
Total,	\$152,523,637.25	\$ 15,097,917.89	\$ 104,134.22	\$ 6,250,193.29	\$4,129,325.58	\$2,452,846.58	\$3,934,676.42	\$184,492,731.23

(a) Not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
OPERATING EXPENSES—ENTIRE LINE

NAME OF ROAD	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transporta- tion Expenses	Miscellaneous Operations	General Expenses	Transporta- tion for Investment Credit	Total Operating Expenses
Alabama, Florida & Gulf Railroad	\$ 2,171.56	\$ 1,001.72	\$ 775.60	\$ 3,425.86	\$ -----	\$ 807.24	\$ -----	\$ 8,181.98
Alabama & Western Florida Railroad Co.	4,620.10	6,958.11	770.96	10,411.84	-----	2,640.96	-----	25,401.97
Apalachicola Northern Railroad	23,572.60	14,882.36	2,701.45	31,518.08	-----	5,745.79	-----	78,420.28
Atlanta & St. Andrews Bay Railway Co.	43,946.69	36,238.40	16,629.77	83,639.55	-----	24,867.35	-----	205,321.76
Atlantic Coast Line Railroad Company	4,544,777.11	7,749,820.87	1,305,718.80	13,764,828.14	254,378.10	1,510,991.32	2,883.90	29,127,630.44
Florida East Coast Railway Company	1,287,840.35	1,564,765.13	233,156.99	1,931,930.13	56,603.38	480,888.24	16,246.83	5,538,937.39
Georgia & Florida Railroad	202,026.42	182,428.23	92,660.79	379,522.13	1,983.52	69,178.47	702.07	927,097.49
Georgia Southern & Florida Railway Co.	284,209.79	400,687.31	20,701.92	686,277.85	22,938.08	27,444.91	12.48	1,442,247.38
Jacksonville, Gainesville & Gulf Railway ..	12,651.36	6,301.42	691.68	17,091.00	-----	4,586.80	-----	41,322.26
Jacksonville Terminal Company	(a)	-----	-----	-----	-----	-----	-----	-----
Live Oak, Perry & Gulf Railroad Co.	63,826.94	17,214.14	3,550.47	27,194.59	-----	9,964.93	-----	121,751.07
Louisville & Nashville Railroad Co.	7,329,965.42	14,433,617.48	1,999,363.49	23,013,825.51	389,134.07	3,101,153.58	18,488.55	50,248,571.00
Port St. Joe Dock & Terminal Railway Co.	26.97	-----	-----	-----	-----	376.55	-----	403.52
St. Johns River Terminal Company	35,364.34	23,780.81	-----	152,530.00	-----	3,264.88	-----	214,940.03
St. Louis-San Francisco Railway Co.	6,499,628.55	9,173,357.42	1,109,802.00	13,179,924.51	189,207.32	1,689,250.57	135,752.90	31,705,417.47
Seaboard Air Line Railway Company	4,858,111.48	6,301,162.53	1,541,245.03	11,344,890.89	310,010.88	1,537,353.48	82,702.54	25,810,071.75
Tampa Northern Railroad Company	9,056.22	296.02	1,643.58	27,024.11	-----	3,004.03	-----	41,023.96
Tampa Union Station Company	(a)	-----	-----	-----	-----	-----	-----	-----
Tavares & Gulf Railroad Company	11,951.19	9,819.47	1,907.65	30,642.85	-----	6,102.84	-----	60,424.00
The Marianna & Blountstown R. R. Co.	9,022.67	4,949.60	2,332.82	9,825.84	-----	3,703.18	-----	29,834.11
The South Georgia Railway Company	22,684.00	8,503.72	3,347.92	21,303.39	-----	9,495.59	-----	65,334.62
Trans Florida Central Railroad Co.	954.13	566.29	-----	1,855.94	-----	976.64	-----	4,353.00
Total,	\$25,246,407.89	\$39,936,351.03	\$6,337,000.92	\$64,717,662.21	\$1,224,255.35	\$8,491,797.35	\$ 256,789.27	\$145,696,685.48

(a) Not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
MILEAGE OPERATED—ENTIRE LINE

NAME OF ROAD	Miles of Road	Second Main Track	Miles of Industrial Tracks	Miles of Yd. Tracks and Sidings	Total
Alabama, Florida & Gulf Railroad	29.00			1.13	30.13
Alabama & Western Florida Railroad Co.	38.00			3.92	41.92
Apalachicola Northern Railroad	99.12			9.02	108.14
Atlanta & St. Andrews Bay Railway Co.	82.00		4.62	8.83	95.45
Atlantic Coast Line Railroad Company	5,145.10	690.51	133.93	1,389.10	7,358.64
Florida East Coast Railway Company	839.14	326.30	75.54	381.56	1,622.54
Georgia & Florida Railroad	465.49		21.46	50.66	537.61
Georgia Southern & Florida Railway Co.	397.95	8.84	29.31	130.31	566.41
Jacksonville, Gainesville & Gulf Railway	38.25		2.05	4.95	45.25
Jacksonville Terminal Company	5.31	(1) 5.03		41.22	51.56
Live Oak, Perry & Gulf Railroad Co.	77.00			8.15	85.15
Louisville & Nashville Railroad Co.	5,103.75	(2) 563.37	614.19	2,258.67	8,539.98
Port St. Joe Dock & Terminal Railway Co. ....	.70			.60	1.30
St. Johns River Terminal Company	14.80	2.46		36.39	53.65
St. Louis-San Francisco Railway Co.	5,236.86	140.38	651.14	1,236.37	7,264.75
Seaboard Air Line Railway Company	4,310.07	63.60	296.16	1,163.90	5,833.73
Tampa Northern Railroad Company	2.72			3.69	6.41
Tampa Union Station Company	(a)				
Tavares & Gulf Railroad Company	37.71		.84	4.04	42.59
The Marianna & Blountstown R. R. Co.	42.09			2.75	44.84
The South Georgia Railway Company	77.48			11.62	89.10
Trans Florida Central Railroad Co.	10.79			2.01	12.80
Total,	22,053.33	1,800.49	1,829.24	6,748.89	32,431.95

(1) Includes 1.31 miles of third and 1.68 miles of fourth main track.

(2) Includes 1.00 miles of third and 1.06 miles of fourth main track.

(a) Tracks used and operated jointly by carriers entering Tampa.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
RAIL-LINE OPERATIONS—ENTIRE LINE

NAME OF ROAD	Total Revenue Passengers Carried	Average Miles Passengers Carried	Revenue Per Passenger Carried	Total Tons Revenue Freight Hauled	Average Miles Per Ton Hauled	Average Revenue Per Ton Hauled
Alabama, Florida & Gulf Railroad	47	28.55	.62743	74,342	24.64	\$ 1.43010
Alabama & Western Florida Railroad Co.	576	28.55	.62743	74,342	24.64	1.30180
Apalachicola Northern Railroad	3,115	43.35	1.32096	30,930	54.92	2.05631
Atlanta & St. Andrews Bay Railway Co.	3,087	46.27	1.23273	456,614	56.19	.76134
Atlantic Coast Line Railroad Company	1,148,132	164.23	3.67860	9,885,249	177.98	3.00848
Florida East Coast Railway Company	234,966	235.71	5.88125	1,067,485	196.87	4.18542
Georgia & Florida Railroad	36,062	45.62	.53817	594,941	113.81	1.51202
Georgia Southern & Florida Railway Co.	72,139	155.59	3.21943	719,738	148.08	1.66243
Jacksonville, Gainesville & Gulf Railway	1	6.00	.25000	19,447	24.28	2.36005
Jacksonville Terminal Company	(1)					
Live Oak, Perry & Gulf Railroad Co.	1,547	26.00	.77173	134,221	40.00	1.03593
Louisville & Nashville Railroad Co.	2,505,823	102.90	1.80836	30,942,091	222.07	1.81639
Port St. Joe Dock & Terminal Railway Co.	(1)					
St. Johns River Terminal Company	(1)					
St. Louis-San Francisco Railway Co.	671,843	147.68	3.44512	13,343,894	225.29	2.48802
Seaboard Air Line Railway Company	921,597	158.54	2.58659	9,633,705	202.39	2.70307
Tampa Northern Railroad Company	(1)					
Tampa Union Station Company	(1)					
Tavares & Gulf Railroad Company	29	19.76	.76069	50,333	28.25	2.14160
The Marianna & Blountstown R. R. Co.				30,226	18.26	1.21360
The South Georgia Railway Company	2,796	15.32	.54822	63,090	33.00	1.29734
Trans Florida Central Railroad Co.	14	10.79	.44571	3,042	10.79	1.07310
Total,						

(a) Not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
INVESTMENT IN ROAD AND EQUIPMENT—STATE OF FLORIDA

NAME OF ROAD	Miles of Road Owned Florida	Investment in Road	Investment in Equipment	Other Investments	Total Investment	
Alabama, Florida & Gulf Railroad	9.71	\$ 45,422.64	\$ 4,357.98	\$ 130.99	\$ 49,911.61	
Alabama & Western Florida Railroad Co.	19.25	129,527.00	15,490.98	6,223.00	151,240.98	
Apalachicola Northern Railroad	(a)					
Atlanta & St. Andrews Bay Railway Co.	66.00	1,349,522.39	178,949.24		1,528,471.63	
Atlantic Coast Line Railroad Company	1,893.40	74,457,791.31	21,934,626.97	100,109.94	96,492,528.22	
Florida East Coast Railway Company	833.52	98,091,060.27	16,769,769.80	939,340.82	115,800,170.89	
Georgia & Florida Railroad	12.71	171,078.11	45,620.92	*1.60	216,697.43	
Georgia Southern & Florida Railway Co.	152.90	4,191,837.83	1,423,016.60	1,523.34	5,616,377.77	
Jacksonville, Gainesville & Gulf Railway	38.23	383,685.63	26,262.32	4,798.80	414,746.75	
Jacksonville Terminal Company	40.04	4,276,103.30	235,787.07	182,273.48	4,694,163.85	
Live Oak, Perry & Gulf Railroad Co.	76.00	1,243,087.92	82,773.55	*799.74	1,325,061.73	
Louisville & Nashville Railroad Co.	241.79	7,622,160.17	2,806,390.71	7,890.19	10,436,441.07	
Port St. Joe Dock & Terminal Railway Co.	1.30	1,117,543.92			1,117,543.92	
St. Johns River Terminal Company	37.82	2,131,177.65	53,143.58	*14,335.43	2,169,985.80	
St. Louis-San Francisco Railway Co.	47.53	2,846,188.04	640,349.39	14,696.82	3,501,234.25	
Seaboard Air Line Railway Company	908.50	49,480,231.71	11,868,465.50	164,883.78	61,513,580.99	
Tampa Northern Railroad Company	49.47	2,499,934.19		*2,250.00	2,497,684.19	
Tampa Union Station Company	1.72	265,254.40		17,601.10	282,855.50	
Tavares & Gulf Railroad Company	34.32	711,102.91	45,254.58		756,357.49	
The Marianna & Blountstown R. R. Co.	42.09	215,196.19	30,196.89	1,801.40	247,194.48	
The South Georgia Railway Company	40.49	288,771.49	30,033.56	2,904.77	321,709.82	
Trans Florida Central Railroad Co.	16.04	91,356.87	7,562.62	3,759.66	102,679.15	
Total		4,562.85	\$251,608,033.94	\$ 56,198,052.26	\$ 1,430,551.32	\$309,236,637.52

*Indicates debit item or deficit.

(a) Investment in Road and Equipment Accounts not carried on Receiver's books.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
OPERATING REVENUES—STATE OF FLORIDA

NAME OF ROAD	Freight	Passenger	Excess Bag-gage	Mail	Express	Switch-ing	All Other	Total Revenue
Alabama, Florida & Gulf Railroad	\$ 1,699.76	\$ 9.29	\$ —	\$ 1,092.24	\$ 5.00	\$ —	\$ 2.38	\$ 2,808.67
Alabama & Western Florida Railroad Co.	22,430.41	361.49	—	4,275.00	—	320.50	118.00	27,505.40
Apalachicola Northern Railroad	63,599.86	4,114.81	8.89	18,090.22	3,932.58	—	1,379.03	91,125.39
Atlanta & St. Andrews Bay Railway Co.	278,111.40	3,044.36	9.14	13,610.04	2,749.54	1,412.55	1,493.20	300,430.23
Atlantic Coast Line Railroad Company	7,989,246.28	789,806.21	5,630.98	371,735.46	485,994.17	59,482.60	657,643.44	10,359,539.14
Florida East Coast Railway Company	4,467,872.05	1,381,893.26	15,876.26	283,172.49	230,131.88	23,377.28	291,222.54	6,693,545.76
Georgia & Florida Railroad	8,794.22	324.25	—	361.49	65.15	46.00	20.82	9,601.93
Georgia Southern & Florida Railway Co.	173,448.84	33,960.62	70.40	30,886.76	3,141.04	231.98	6,274.66	248,014.30
Jacksonville, Gainesville & Gulf Railway	45,895.91	.25	—	—	202.94	18,381.25	224.68	64,705.03
Jacksonville Terminal Company	(a)	—	—	—	—	—	—	—
Live Oak, Perry & Gulf Railroad Co.	139,044.90	1,193.87	.57	8,688.37	900.21	116.82	1,834.05	151,778.79
Louisville & Nashville Railroad Co.	836,416.67	117,892.56	812.77	50,927.54	29,508.05	17,977.46	143,909.68	1,197,444.73
Port St. Joe Dock & Terminal Railway Co.	—	—	—	—	—	—	27.60	27.60
St. Johns River Terminal Company	—	—	—	—	—	288,884.15	2,356.65	291,240.80
St. Louis-San Francisco Railway Co.	96,658.75	4,477.68	67.74	10,087.66	4,345.34	22,250.80	15,757.80	153,645.77
Seaboard Air Line Railway Company	7,158,109.20	714,517.84	6,108.95	248,939.39	415,862.94	88,071.97	489,904.25	9,121,514.54
Tampa Northern Railroad Company	—	—	—	—	—	76,469.23	—	76,469.23
Tampa Union Station Company	(a)	—	—	—	—	—	—	—
Tavares & Gulf Railroad Company	107,792.96	22.06	—	1,365.35	635.80	498.66	162.26	110,477.09
The Marianna & Blountstown R. R. Co.	36,682.14	—	—	3,037.50	—	6.75	51.43	39,777.82
The South Georgia Railway Company	27,332.40	594.51	—	6,712.97	188.41	806.13	397.10	36,031.52
Trans Florida Central Railroad Co.	3,264.38	6.24	—	1,236.00	—	—	398.24	4,904.86
Total,	\$21,456,400.13	\$ 3,052,219.30	\$28,585.70	\$ 1,054,218.48	\$ 1,177,663.05	\$598,324.13	\$ 1,613,177.81	\$28,980,588.60

(a) Not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
OPERATING EXPENSES—STATE OF FLORIDA

NAME OF ROAD	Mainten- ance of Way and Structures	Mainten- ance of ment	Traffic Expenses	Transpor- Expenses	Miscellan- eous Op- erations	General Expenses	Credit vestment for In- portation Trans- -Trans	Total Operating Expenses
Alabama, Florida & Gulf Railroad	\$ 731.82	\$ 337.57	\$ 261.39	\$ 1,154.52	\$ —	\$ 272.02	\$ —	\$ 2,757.32
Alabama & Western Florida Railroad Co.	4,620.10	6,958.11	770.96	10,411.84	—	2,640.96	—	25,401.97
Apalachicola Northern Railroad	23,572.60	14,882.36	2,701.45	31,518.08	—	5,745.79	—	78,420.28
Atlanta & St. Andrews Bay Railway Co.	35,157.36	28,990.72	13,303.82	66,911.64	—	19,893.88	—	164,257.52
Atlantic Coast Line Railroad Company	1,210,042.84	2,091,497.20	350,914.87	3,683,778.10	61,060.92	409,025.11	810.69	7,805,508.35
Florida East Coast Railway Company	1,287,804.35	1,564,765.13	233,156.99	1,931,930.13	56,603.38	480,888.24	16,246.83	5,538,937.39
Georgia & Florida Railroad	3,521.15	2,454.18	722.19	8,147.37	—	1,250.50	—	16,097.20
Georgia Southern & Florida Railway Co.	87,420.02	60,355.03	3,713.84	184,512.59	3,545.78	7,304.00	—	346,860.26
Jacksonville, Gainesville & Gulf Railway	12,651.36	6,301.42	691.68	17,091.00	—	4,586.80	—	41,322.26
Jacksonville Terminal Company	(a)	—	—	—	—	—	—	—
Live Oak, Perry & Gulf Railroad Co.	63,826.94	17,214.14	3,550.47	27,194.59	—	9,964.93	—	—
Louisville & Nashville Railroad Co.	255,979.65	330,236.63	43,516.53	684,269.98	14,842.07	95,223.58	667.66	1,423,400.78
Port St. Joe Dock & Terminal Railway Co.	26.97	—	—	—	—	376.55	—	403.52
St. Johns River Terminal Company	35,364.34	23,780.81	—	152,530.00	—	3,264.88	—	214,940.03
St. Louis-San Francisco Railway Co.	64,326.58	55,776.39	7,170.91	122,547.93	34.16	12,961.17	634.73	262,182.41
Seaboard Air Line Railway Company	1,404,562.62	1,821,773.21	445,600.14	3,280,000.82	89,629.42	444,475.03	23,910.71	7,462,130.53
Tampa Northern Railroad Company	9,056.22	296.02	1,643.58	27,024.11	—	3,004.03	—	41,023.96
Tampa Union Station Company	(a)	—	—	—	—	—	—	—
Tavares & Gulf Railroad Company	11,951.19	9,819.47	1,907.65	30,642.85	—	6,102.84	—	60,424.00
The Marianna & Blountstown R. R. Co.	9,022.67	4,949.60	2,332.82	9,825.84	—	3,703.18	—	29,834.11
The South Georgia Railway Company	3,670.51	1,377.14	540.60	3,329.04	—	1,534.52	—	10,451.81
Trans Florida Central Railroad Co.	—	—	—	—	—	976.64	—	4,353.00
Total,	\$ 4,524,299.42	\$ 6,042,331.42	\$ 1,112,499.89	\$10,274,685.37	\$ 225,717.54	\$1,513,194.65	\$42,270.62	\$2,365,045.67

(a) Not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
MILEAGE OPERATED (Exclusive of Yard Tracks)—STATE OF FLORIDA

NAME OF ROAD	Line Owned Main	Line Owned Branches and Spurs	Lines of Proprietary Companies	Lines Operated Under Lease	Lines Operated Under Contract	Lines Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year
Alabama, Florida & Gulf Railroad	9.91						9.91	
Alabama & Western Florida Railroad Co.	19.25			18.75			38.00	
Apalachicola Northern Railroad	95.62	3.06				.44	99.12	
Atlanta & St. Andrews Bay Railway Co.	66.00						66.00	
Atlantic Coast Line Railroad Company	1,081.18	800.09	161.73	14.75		9.85	2,067.60	.62
Florida East Coast Railway Company	552.33	281.19			4.83	.79	839.14	
Georgia & Florida Railroad	12.71						12.71	
Georgia Southern & Florida Railway Co.	152.90					5.37	158.27	
Jacksonville, Gainesville & Gulf Railway	38.25						38.25	
Jacksonville Terminal Company	(1) 6.15					11.52	17.67	
Live Oak, Perry & Gulf Railroad Co.	64.00	12.00				1.00	77.00	
Louisville & Nashville Railroad Co.	216.45	25.34				.98	242.77	
Port St. Joe Dock & Terminal Railway Co.	.70	.60					1.30	
St. Johns River Terminal Company	(1) 15.86					15.83	31.69	
St. Louis-San Francisco Railway Co.	877.33	28.47	140.30	625.46			47.53	
Seaboard Air Line Railway Company	45.19	2.34				6.52	1,678.08	
Tampa Northern Railroad Company	(1) 2.72						2.72	
Tampa Union Station Company	(2)							
Tavares & Gulf Railroad Company	34.32					3.39	37.71	
The Marianna & Blountstown R. R. Co.	42.09						42.09	
The South Georgia Railway Company	40.49						40.49	
Trans Florida Central Railroad Co.	10.68					.11	10.79	
Total,	3,384.13	1,153.09	302.03	658.96	4.83	55.80	5,558.84	.62

(1) Main track wned only.

(2) Tracks operated by railroads entering Tampa.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1933
TONS OF REVENUE FREIGHT CARRIED—STATE OF FLORIDA

OF THE RAILROAD COMMISSION

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NAME OF ROAD	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufacture and Miscellaneous	Merchandise All L. C. L. Freight	Grand Total
Alabama, Florida & Gulf Railroad	1,946		1,875	11	258	134	4,224
Alabama & Western Florida Railroad Co.				74,104	157	81	74,342
Apalachicola Northern Railroad	229	2,554	1,057	19,672	4,930	2,462	30,904
Atlanta & St. Andrews Bay Railway Co.	22,516	81	53,201	297,668	78,708	3,379	455,553
Atlantic Coast Line Railroad Company	828,169	53,492	2,452,012	490,843	928,857	88,526	4,841,899
Florida East Coast Railway Company	251,991	33,776	266,865	106,411	378,030	30,412	1,067,845
Georgia & Florida Railroad	3,275	238	10,633	4,555	11,710	1,528	31,939
Georgia Southern & Florida Railway Co.	50,872	15,118	71,080	40,386	111,906	16,115	305,477
Jacksonville, Gainesville & Gulf Railway	5,994	10	6,712	5,302	1,194	235	19,447
Jacksonville Terminal Company	(1)						
Live Oak, Perry & Gulf Railroad Co.	1,631		948	117,573	12,653	1,416	134,221
Louisville & Nashville Railroad Co.	44,717	9,455	142,595	374,337	212,760	26,422	810,286
Port St. Joe Dock & Terminal Railway Co.	(1)						
St. Johns River Terminal Company	(1)						
St. Louis-San Francisco Railway Co.	24,785	3,119	38,340	67,112	73,473	3,360	210,189
Seaboard Air Line Railway Company	514,011	59,673	2,276,779	428,284	642,528	74,355	3,995,630
Tampa Northern Railroad Company	(1)						
Tampa Union Station Company	(1)						
Tavares & Gulf Railroad Company	37,140		650	3,434	8,764	345	50,333
The Marianna & Blountstown R. R. Co.	235	51	6,430	20,837	1,941	732	30,226
The South Georgia Railway Company	1,813		1,076	31,180	4,815	455	39,339
Trans Florida Central Railroad Co.	41	80	649	815	1,182	275	3,042
Total,	1,789,365	177,647	5,330,902	2,082,524	2,473,866	250,232	12,104,536

(1) Not applicable.

WRECKS AND ACCIDENTS—RAILROAD—1934

CLASSIFICATION OF WRECKS AND ACCIDENTS	Atlantic Coast Line Railroad	Atlanta & St. Andrews Bay Railway	Florida East Coast Railroad	Seaboard Air Line Railway	Total
I. COLLISIONS:					
1. Negligence or carelessness of employees	1			1	2
2. Weather conditions					
3. Mechanical equipment, signals, etc.					
II. DERAILMENTS:					
1. Negligence or carelessness of employees					
2. Washouts, etc.			2	2	4
3. Tracks defects	1		2	1	4
4. Way and structure defects					
5. Car equipment defects	1		3	1	5
6. Engine equipment defects				1	1
7. Not otherwise Classified	2			1	3
III. EXPLOSIONS:					
1. Negligence or carelessness of employees					
2. Defective equipment					
IV. MISCELLANEOUS:					
1. Improper loading					
2. Animal on track					
3. Other obstruction on track					
4. Criminal intent, tampered switches, etc.					

WRECKS AND ACCIDENTS—RAILROAD—1934—(Continued)

CLASSIFICATION OF WRECKS AND ACCIDENTS	Atlantic Coast Line Railroad	Atlanta & St. Andrews Bay Railway	Florida East Coast Railroad	Seaboard Air Line Railway	Total
V. PERSONAL ACCIDENTS:					
1. Employees on duty					
2. Employees off duty	5	1			6
3. Passengers					
4. Trespassers	1				1
(a) Walking on track, or crossing track					
(b) At public crossing	3	2	3	4	12
(c) Beating way on train			1		1
(d) Suicide	1	1		4	6
(e) Other causes			1		1
	6		4	2	12
VI. GRADE CROSSINGS:					
1. Automobile accidents					
1. Automobile accidents	10		42	4	56
2. Other vehicle accidents				1	1
CASUALTIES:					
Employees killed	4				3
Employees wounded	8	1	1		10
Others killed	11	2	20	8	41
Others wounded	22	1	23	13	59
DAMAGE:					
Track	\$ 2,255.91	\$ 2,586.32		\$ 2,809.85	\$ 7,652.08
Equipment	54,566.00		2,486.50	3,911.00	60,953.50

STATISTICS OF BRIDGE COMPANIES
GENERAL BALANCE SHEET AT DECEMBER 31, 1933

ASSETS	Gandy Bridge Company	Pensacola Bridge Corporation	Vilano Bridge and Beach Corporation
Investment in road and equipment	\$ 3,648,913.92	\$ 1,824,015.56	\$ 354,352.78
Sinking funds	62,250.99		
Miscellaneous physical property	163,260.09	466,006.08	
Other investments		60,450.99	
Current assets	281,528.40	9,242.01	494.69
Rents and insurance premiums paid in advance	4,186.66	5,179.41	
Discount on funded debt	92,831.74	790,206.31	
Other unadjusted debits	1,533,685.95	9,695.91	
Grand Total	\$ 5,786,657.75	\$ 3,164,796.27	\$ 354,847.47
LIABILITIES			
Capital stock	\$ 2,584,737.50	\$ 600,600.00	\$ 135,400.00
Funded debt	2,089,500.00	2,691,500.00	220,811.90
Current liabilities	121,664.88	25,749.16	25,709.52
Unadjusted credits	656,655.84	178,259.48	23,784.48
Appropriated surplus	197,813.82		
Profit and loss	136,285.71	* 331,312.37	* 50,858.43
Grand Total	\$ 5,786,657.75	\$ 3,164,796.27	\$ 354,847.47

* Indicates debit item or deficit.

STATISTICS OF BRIDGE COMPANIES
PROFIT AND LOSS ACCOUNT—CALENDAR YEAR 1933

ITEMS	Gandy Bridge Company	Pensacola Bridge Corporation	Vilano Bridge and Beach Corporation
Balance at beginning of year	\$ 70,931.69	\$ *387,861.18	\$ *26,611.90
Miscellaneous credits	98,375.04	179,143.06	755.84
Debit balance transferred from income	12,849.90	120,939.92	25,002.37
Surplus applied to sinking and other reserve funds	10,385.83		
Miscellaneous debits	9,785.29	1,654.33	
Grand Total	\$ 136,285.71	\$ *331,312.37	\$ *50,858.43

* Indicates debit item or deficit.

STATISTICS OF BRIDGE COMPANIES
INCOME ACCOUNT—CALENDAR YEAR 1933

NAME OF ACCOUNTS	Gandy Bridge Company	Pensacola Bridge Corporation	Vilano Bridge and Beach Corporation
Operating revenues—tolls	\$ 258,930.20	\$ 31,709.99	\$ 8,731.68
Operating expenses	107,086.86	88,563.56	17,022.12
Net revenue from bridge operation	\$ 151,843.34	\$ *56,853.57	\$ *8,290.44
Bridge tax accruals	19,083.13	4,120.95	2,431.98
Uncollectible bridge revenue	1.00		
Bridge operating income	\$ 132,759.21	\$ *60,974.52	\$ *10,722.42
Net loss from miscellaneous operations	*	\$ 59,342.22	
Taxes on miscellaneous operating property		467.88	
Total operating income	\$ 132,759.21	\$ *120,784.62	\$ *10,722.42
Nonoperating income	483.05		
Gross income	\$ 133,242.26	\$ *120,784.62	\$ *10,722.42
Deductions from gross income	146,092.16	155.30	14,279.95
Net deficit transferred to profit and loss	\$ 12,849.90	\$ 120,939.92	\$ 25,002.37

* Indicates debit item or deficit.

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STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1933 GENERAL BALANCE SHEET—ENTIRE LINE

ASSETS	Railway Express Agency, Incorporated	Southeastern Express Company
Real property and equipment	\$49,014,153.41	\$ 1,216,166.29
Investments in affiliated companies— stocks	28,500.00	25,000.00
Other investments		
Stocks	300.00	
Bonds	465,925.73	
Notes	1,305.88	444,400.00
Cash	19,749,676.19	768,180.88
Special deposits	600.00	
Loans and notes receivable	3,301.16	
Traffic balances receivable	27,093.65	
Net balances receivable from agents and messengers	2,873,706.36	75,253.76
Miscellaneous accounts receivable	702,908.98	61,900.04
Material and supplies	322,594.52	4,062.77
Interest, dividends and rents receivable	5,625.06	
Working fund advances	13,970.00	50.00
Other current assets	45,699.44	
Other deferred assets		13,000.66
Unadjusted debits	892,103.51	7,755.21
Grand Total	\$74,147,463.89	\$ 2,615,769.61
LIABILITIES		
Capital stock	\$ 100,000.00	\$ 1,000,000.00
Long term debt	31,998,807.24	
Traffic balances payable	72,207.21	9,463.52
Audited accounts and wages unpaid	3,593,232.35	153,678.92
Miscellaneous accounts payable	3,014,942.25	
Matured interest, dividends and rents unpaid	4,050.00	28,337.91
Matured funded debt unpaid	4,000.00	
Miscellaneous advances payable	4,155.00	
Unpaid money orders, checks, and drafts		271,240.33
Express privilege liabilities	5,738,497.20	154,949.39
Estimated tax liability	303,691.08	11,854.20
Unmatured interest, dividends, and rents payable	557,338.33	
Other current liabilities	443,812.31	
Liability on account of fidelity and indemnity funds		9,142.63
Operating and insurance reserves	2,041,302.59	24,336.64
Accrued depreciation—buildings	4,347,589.96	93,269.45
Accrued depreciation—equipment	21,751,788.14	726,751.56
Other unadjusted credits	172,050.23	1,525.70
Profit and loss—credit balance		131,219.36
Grand Total	\$74,147,463.89	\$ 2,615,769.61

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1933
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—ENTIRE COMPANY
AND STATE OF FLORIDA

NAME OF ACCOUNT	Railway Express Agency, Incorporated		Southeastern Express Company	
	Entire Company	State of Florida	Entire Company	State of Florida
Land	\$ 8,043,582.09	\$ 336,842.51	\$ 20,081.50	\$
Buildings and appurtenances on land owned	7,956,775.80	185,732.81	44,018.28	
Buildings and appurtenances on land not owned	3,786,196.84	726,330.89	87,437.58	
Improvements to buildings not owned	88,250.88	598.65	46,947.35	3,294.36
Cars	967,190.38			
Automobiles	20,404,167.28	298,972.85	805,412.77	15,012.93
Wagons and sleighs			1,097.64	
Harness Equipment			210.00	
Office furniture and equipment	2,952,487.11	55,174.89	92,693.99	1,360.50
Office safes	477,280.95	7,191.32	25,050.48	279.70
Trucks	2,815,563.62	89,103.67	69,877.73	2,497.96
Stable equipment			59.12	
Garage equipment	765,584.10	9,632.04	5,649.86	95.36
Line equipment	505,342.67	4,030.75	17,584.09	
Shop equipment	245,976.20	3,571.04		
Miscellaneous equipment	5,755.49		45.90	
Total Real Property and Equipment	\$ 49,014,153.41	\$ 1,717,181.42	\$ 1,216,166.29	\$ 22,540.81

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STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1933 PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEM	Railway Express Agency, Incorporated	Southeastern Express Company
Credit balance at beginning of year	\$	\$ 131,219.36
Profit on real property and equipment sold	118.92	
Unrefundable overcharge	617.28	72.59
Miscellaneous credits	7,942.50	
Total	\$ 8,678.70	\$ 131,291.95
Debit balance transferred from income	\$ 6,351.17	\$ 72.59
Miscellaneous debits	2,327.53	
Credit balance carried to balance sheet		131,219.36

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1933 INCOME ACCOUNT—ENTIRE COMPANY

ITEM	Railway Express Agency, Incorporated	Southeastern Express Company
OPERATING INCOME		
Charges for transportation	\$118,673,354.75	\$ 4,325,552.48
Express privileges—debit	44,467,749.44	1,536,568.32
Revenue from transportation	\$ 74,205,605.31	\$ 2,788,984.16
Revenue from operations other than transportation	2,297,837.33	116,131.91
Total operating revenues	\$ 76,503,442.64	\$ 2,905,116.07
Operating expenses	73,416,052.60	2,768,985.96
Net operating revenue	\$ 3,087,390.04	\$ 136,130.11
Uncollectible revenue from transportation	28,166.29	3,875.50
Express taxes	1,523,723.53	94,279.82
Operating income	\$ 1,535,500.22	\$ 37,974.79
OTHER INCOME		
Rent from real property and equipment used jointly	\$ 259.88	\$
Miscellaneous rent income	10,962.89	
Income from funded securities	17,971.20	
Income from unfunded securities and accounts	46,189.84	15,285.94
Miscellaneous income	110,809.06	
Total Other Income	\$ 186,192.87	\$ 15,285.94
Gross Income	\$ 1,721,693.09	\$ 53,260.73
DEDUCTIONS FROM GROSS INCOME		
Rent for real property and equipment used jointly	\$ 746.63	
Interest on funded debt	1,665,163.68	
Interest on unfunded debt	903.50	
Amortization of discount on funded debt	60,742.76	
Miscellaneous income debits	487.69	
Total deductions from gross income	\$ 1,728,044.26	\$
Net Income	\$ *6,351.17	\$ 53,260.73
DISPOSITION OF NET INCOME		
Dividend appropriations of income	\$	\$ 53,333.32
Income balance transferred to profit and loss	\$ *6,351.17	\$ *72.59

* Indicates debit item or deficit.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1933
OPERATING REVENUES—ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	Railway Express Agency, Incorporated		Southeastern Express Company	
	Entire Company	State of Florida	Entire Company	State of Florida
TRANSPORTATION:				
Express domestic	\$118,310,137.28	\$	\$ 4,286,047.64	\$ 62,511.55
Miscellaneous	363,217.47		39,504.84	
Total Transportation	\$118,673,354.75	\$ 2,654,393.74	\$ 4,325,552.48	\$ 62,511.55
Contract payments; express privileges	44,467,749.44	1,027,047.13	1,536,568.32	22,116.59
Revenue from transportation	\$ 74,205,605.31	\$ 1,627,346.61	\$ 2,788,984.16	\$ 40,394.96
OPERATIONS OTHER THAN TRANSPORTATION:				
Customs brokerage fees	\$ 95,657.11		\$ 38.56	\$
Order and commission	3,197.97			
Rents of buildings and other property	90,688.87		512.30	
Money orders			30,800.79	173.01
C. O. D. Checks	1,427,875.12		75,051.29	798.18
Profit on exchange and other financial revenue	21.21			
Miscellaneous	680,397.05		9,728.97	
Total other than transportation	\$ 2,297,837.33	\$ 66,614.85	\$ 116,131.91	\$ 971.19
Total operating revenues	\$ 76,503,442.64	\$ 1,693,961.46	\$ 2,905,116.07	\$ 41,366.15

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1933
 OPERATING EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	Railway Express Agency, Incorporated		Southeastern Express Company	
	Entire Company	State of Florida	Entire Company	State of Florida
Maintenance expense	\$ 5,316,192.09	\$ 117,510.15	\$ 174,440.66	\$ 2,483.84
Traffic expense	355,387.43	8,003.33	82,964.33	1,182.78
Transportation expense	62,998,042.32	1,418,715.91	2,286,185.06	32,526.52
General expense	4,746,430.76	106,889.62	225,395.91	3,232.94
Total operating expenses	\$ 73,416,052.60	\$ 1,651,119.01	\$ 2,768,985.96	\$ 39,426.08
Ratio of operating expenses to operating revenue %	95.96	97.47	95.31	95.31

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR
YEAR 1933—GENERAL BALANCE SHEET—ENTIRE
COMPANY. BALANCE AT DECEMBER 31, 1933

ASSETS	The Pullman Company
Investment in sleeping car property	\$234,298,682.36
Miscellaneous physical property	3,311.63
Investments in stocks	406,585.74
Investments in bonds	16,076,308.22
Investments in notes	348,007.50
Investments in securities issued, assumed or otherwise carried as a liability of the accounting company	129.55
Cash	8,496,198.90
Loans and bills receivable	7,667.73
Net balance receivable from receiving cashiers and ticket agents	978,387.87
Miscellaneous accounts receivable	2,608,064.53
Material and supplies	3,761,110.56
Interest and dividends receivable	198,729.99
Other current assets	211,281.31
Working fund advances	22,140.00
Insurance and other funds	5,145,313.37
Other deferred assets	74,788.68
Rents and insurance premiums paid in advance	31,384.00
Other unadjusted debits	3,581,454.09
Grand Total	\$276,249,546.03
LIABILITIES	
Capital stock	\$120,150,000.00
Wages payable	851,794.20
Miscellaneous accounts payable	1,338,604.60
Dividends matured unpaid	1,067.00
Other current liabilities	690,447.34
Liability for provident funds	4,810,741.18
Other deferred liabilities	1,571.81
Tax liability	1,897,012.26
Insurance and casualty reserves	215,131.88
Operating reserves	20,080.00
Accrued depreciation—equipment	133,409,744.77
Accrued depreciation—buildings, appurtenances and grounds	3,095,173.62
Other unadjusted credits	8,053,009.32
Miscellaneous fund reserves	255,335.84
Appropriated surplus not specifically invested	1,250,000.00
Profit and loss	209,832.21
Grand Total	\$276,249,546.03

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STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1933. OPERATING REVENUES AND EXPENSES— ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	The Pullman Company	
	Entire Company	State of Florida
OPERATING REVENUES		
Standard sleeping car berth revenue	\$32,568,039.33	\$629,623.29
Tourist sleeping car berth revenue	907,063.57	1,570.04
Other car berth revenue	188.00	
Standard sleeping car seat revenue	908,452.70	27,448.57
Tourist sleeping car seat revenue	701.28	
Parlor car seat revenue	2,808,920.71	15,047.42
Composite car seat revenue	14,443.61	1,444.62
Other car seat revenue	120.60	
Charter of standard sleeping cars—per diem rates	155,904.18	1,258.01
Charter of standard sleeping cars—berth rates	9,159.90	
Charter of tourist sleeping cars—per diem rates	33,005.00	576.68
Charter of private cars—per diem rates	58,822.71	2,830.35
Charter of other cars to other than carriers—per diem rates	210.00	
Charter of other cars—berth or seat rates	2,620.45	
Charter of other cars to carriers—other rates	441,695.17	3,499.84
Miscellaneous revenue	5,865.24	97.15
Car mileage revenue	1,845,797.93	32,629.56
Contract revenue—debit	1,325,340.46	39,846.99
Total revenues	\$38,435,669.92	\$676,178.54
OPERATING EXPENSES		
Maintenance expenses	\$18,825,807.45	\$320,795.82
Conducting car operations	16,357,501.67	274,206.33
General expenses	2,704,720.50	45,270.79
Total expenses	\$37,888,029.62	\$640,272.94
Ratio of expenses to revenue—per cent	98.58	94.69
Taxes	\$ 1,064,411.48	\$*27,823.31

* State tax only, does not include a portion of Federal Income or other Federal Taxes.

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1933
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY

KIND OF CAR	NUMBER OF PASSENGERS			Number of Non- Revenue Passengers	Car Miles	Car Days	Average Revenue per Passenger	
	Berth	Seat	Total				Berth	Seat
CONTRACT OPERATIONS:								
Standard sleeping cars	8,933,269	1,069,161	10,002,430	405,716	613,855,060	1,505,455	\$ 3.65	\$.85
Tourist sleeping cars	315,180	847	316,027	4,238	23,643,140	50,726	2.88	.83
Parlor cars		3,388,563	3,388,563	55,992	54,863,623	209,266		.83
Composite cars		9,463	9,463	558	18,052,034	37,903		1.53
Miscellaneous cars	12	43	55		333,410	1,288	15.67	2.80
Total—Contract Operations	9,248,461	4,468,077	13,716,538	466,504	710,747,267	1,804,638	\$ 3.62	\$.84

	Dollars	Cents	Mills
Sleeping car operations—revenues	38,435,669	92	
Revenues per car-mile		05	408
Revenues per car-day		21	827
Sleeping car operations—expenses	37,888,029	62	
Expenses per car-mile		05	331
Expenses per car-day		20	481
Net Revenue	547,640	30	
Net revenue per car-mile		00	077
Net revenue per car-day		30	346

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1933
 OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY
 (Continued)

	Amount
Average number of car-miles per car-day	393.84
Average number of car-miles per mile of trackage operated over	6,009
Average capacity per car (passengers):	
Standard sleeping cars, berths	25.69
Tourist sleeping cars, berths	31.56
Parlor cars, seats	29.48
Composite cars, seats	28.00
Average weight per car equipped for service: pounds,	
Steel cars	159,000
Other than steel	146,500
Passengers one-mile	6,141,986,577

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1933
GENERAL BALANCE SHEET

ASSETS	City of Coral Gables	City of St. Peters- burg	Gulf Power Company	Motor Transit Company	Tampa Electric Company	The Miami Beach Railway Company
Road and equipment	\$1,682,151.10	\$1,429,826.25	\$ 3,927,359.36	\$ 2,151,862.86	\$17,094,919.78	\$ 782,880.43
Miscellaneous physical property			12,169,124.31			764,062.72
Investment in affiliates companies:						
Stocks			3,205.00			
Other Investments: Stocks			200.00		6,018.00	
Bonds			62,500.00			
Notes			10,000.00	1.00		
Miscellaneous			69,500.00		1.00	
Cash			52,192.54	79,463.81	758,897.27	15,164.67
Special deposits			900.00			
Loans and notes receivable					35,831.80	
Miscellaneous accounts receivable			175,343.84	1,994.97	501,269.86	214,035.84
Material and supplies		22,773.89	59,839.94	19,440.99	248,368.05	32,243.83
Interest, dividends and rents receivable			5,909.31		2,388.67	
Other current assets					11,500.00	250.00
Unadjusted debits			246,895.07	408,878.61	29,002.20	355,370.58
Grand Total	\$1,682,151.10	\$1,452,600.14	\$16,782,969.37	\$ 2,661,642.24	\$18,688,196.63	\$ 2,164,008.07

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—(Continued)

LIABILITIES	City of Coral Gables	City of St. Peters- burg	Gulf Power Company	Motor Transit Company	Tampa Electric Company	The Miami Beach Railway Company
Capital stock	\$	\$	\$12,484,455.00	\$ 688,320.00	\$12,357,253.20	\$ 100,000.00
Funded debt	1,507,000.00	.....	3,657,000.00	1,762,549.82	.....	100,000.00
Non-negotiable debt to affiliates companies: Notes .....	.....	.....	.....	.....	.....	2,292,000.00
Loans and notes payable	860,159.20	.....	.....	.....	.....	.....
Audits accounts and wages payable .....	.....	.....	26,073.80	18,921.48	77,750.40	39,340.49
Miscellaneous accounts payable .....	.....	361,467.19	.....	.....	.....	.....
Matured interest, dividends and rents unpaid .....	.....	.....	900.00	.....	.....	.....
Matured funded debt unpaid	275,000.00	.....	.....	.....	.....	.....
Accrued dividends, interest and rents payable .....	.....	45,797.65	48,002.31	1,577.60	8,878.17	9,333.34
Other current liabilities .....	.....	106,640.72	.....	.....	.....	2,109.55
Deferred liabilities .....	.....	.....	67,882.09	.....	208,245.45	.....
Tax liability .....	.....	.....	14,886.42	30,488.87	239,260.92	9,729.18
Insurance and casualty reserves .....	.....	.....	18,064.53	.....	.....	6,477.38
Operating reserves .....	.....	.....	1,731.11	44,264.22	25,439.12	175,885.12
Accrued Depreciation:	.....	.....	.....	.....	.....	.....
Road and equipment	93,579.37	542,160.47	6,555.80	82,011.88	3,710,104.01	56,646.08
Miscellaneous physical property .....	.....	41,583.30	266,229.08	.....	.....	350,079.19
Other unadjusted credits .....	.....	.....	2,460.48	8,828.65	48.36	2,461.19
Miscellaneous fund reserves .....	.....	.....	62,934.65	.....	.....	.....
Profit and loss—Credit balance	*1,053,587.47	354,950.81	125,794.10	24,679.72	2,061,217.00	*980,053.45
Grand Total	\$1,682,151.10	\$1,452,600.14	\$16,782,969.37	\$ 2,661,642.24	\$18,688,196.63	\$ 2,164,008.07

*Indicates debit item or deficit.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1933
RAILWAY OPERATING REVENUES AND EXPENSES

ITEMS	City of Coral Gables	City of St. Peters- burg	Gulf Power Company	Motor Transit Company	Tampa Electric Company	The Miami Beach Railway Company
RAILWAY OPERATING REVENUES						
Passenger revenue	\$ 38,363.81	\$ 127,323.98	\$	\$ 613,416.54	\$ 531,241.57	\$ 267,759.40
Parlor, sleeping, dining and special car revenue		494.91		129.44	818.25	2.05
Freight revenue			4,384.11			
Miscellaneous transportation revenue		99.41			423.90	37,490.59
Total revenue from transportation	\$ 38,363.81	\$ 127,918.30	\$ 4,384.11	\$ 613,545.98	\$ 532,483.72	\$ 305,252.04
Station and car privileges	\$	\$ 1,829.57	\$	\$ 711.04	\$ 1,016.68	\$ 5,205.39
Rent of equipment				261.22		
Rent of buildings and other property				564.03		
Power				397.61		
Miscellaneous						32.07
Total revenue from other railway operations	\$	\$ 1,829.57	\$	\$ 1,933.90	\$ 1,016.68	\$ 5,237.46
Total operating revenues	\$ 38,363.81	\$ 129,747.87	\$ 4,384.11	\$ 615,479.88	\$ 533,500.40	\$ 310,489.50
RAILWAY OPERATING EXPENSES						
Way and structures	\$ 1,990.35	\$ 55,364.92	\$ 327.81	\$ 67,732.28	\$ 130,238.12	\$ 13,637.76
Equipment	7,459.90	35,544.89	528.47	99,263.68	127,694.38	38,987.03
Power	15,393.15	44,296.73	529.08	80,535.42	29,848.44	88,575.11
Conducting transportation	8,753.93	50,832.95	901.84	214,708.93	233,043.83	119,431.44
Traffic		1,323.67		8,253.02	3,675.36	
General and miscellaneous	3,039.00	8,712.58	2,489.00	83,816.27	76,769.17	60,817.14
Total operating expenses	\$ 36,636.33	\$ 196,075.74	\$ 4,776.20	\$ 554,309.60	\$ 601,269.30	\$ 321,448.48
Operating ratio—Per cent	95.50	151.12	108.94	90.06	112.70	103.53

*Indicates debit item or deficit.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1933
INCOME STATEMENT FOR THE YEAR

ITEMS	City of Coral Gables	City of St. Peters- burg	Gulf Power Company	Motor Transit Company	Tampa Electric Company	The Miami Beach Railway Company
Railway operating revenues	\$ 38,363.81	\$ 129,747.87	\$ 4,384.11	\$ 615,479.88	\$ 533,500.40	\$ 310,489.50
Railway operating expenses	36,636.33	196,075.74	4,776.20	554,309.60	601,269.30	321,448.48
Net revenue—Railway operations	\$ 1,727.48	\$ *66,327.87	\$ *392.09	\$ 61,170.28	\$ *67,768.90	\$ *10,958.98
Auxiliary operations—Revenues	\$ 23,257.64	\$ 8,410.69	\$ 824,782.52		\$3,142,307.66	
Auxiliary operations—Expenses	33,660.21	13,794.64	545,428.36		1,427,413.22	
Net revenue—Auxiliary operations	\$ *10,402.57	\$ *5,383.95	\$ 279,354.16		\$1,714,894.44	
Net operating revenue	\$ *8,675.09	\$ *71,711.82	\$ 278,962.07	\$ 61,170.28	\$1,647,125.54	\$ *10,958.98
Taxes assignable to railway operations			94.38	61,328.11	392,936.88	5,294.05
Operating income	\$ *8,675.09	\$ *71,711.82	\$ 278,867.69	\$ *157.83	\$1,254,188.66	\$ *16,253.03
NON-OPERATING INCOME						
Miscellaneous rent income	\$	\$	\$ 725.00	\$ 1,710.00	\$ 420.00	\$
Income from funded securities			5,500.01	50.86		
Income from unfunded securities & accounts			2,363.78	311.19	15,876.92	3,939.81
Miscellaneous income			5.04	1,017.09	3,545.83	
Total non-operating income	\$	\$	\$ 8,583.75	\$ 3,089.14	\$ 19,842.75	\$ 3,939.81
Gross income	\$ *8,675.09	\$ *71,711.82	\$ 287,451.44	\$ 2,931.31	\$1,274,031.41	\$ *12,313.26
DEDUCTIONS FROM GROSS INCOME						
rent for leased roads	\$	\$	\$	\$	\$	\$ 40,191.09
Net loss on miscellaneous physical property						21,531.46
Interest on funded debt	106,920.00		182,850.00	9,973.08	8,080.14	8,000.00
Interest on unfunded debt	2,082.05	8,531.26	2,010.86		9,874.60	
Amortization of discount on funded debt			6,591.96			
Miscellaneous debits					142.71	
Total deductions from gross income	\$ 109,002.05	\$ 8,531.26	\$ 191,452.82	\$ 9,973.08	\$ 18,097.45	\$ 69,722.55
Income balance transferred to profit and loss	\$ *117,677.14	\$ *80,243.08	\$ 95,998.62	\$ *7,041.77	\$1,255,933.96	\$ *82,035.75

*Indicates debit item or deficit.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1933
ROAD OPERATED AT CLOSE OF YEAR

NAME OF COMPANY	Miles of Road	Miles of Second Main Track	Miles of Sidings and Turnouts	Miles of Track in Carhouse, Shops, etc.	Total
City of Coral Gables	6.80		.50		7.30
City of St. Petersburg	29.29	*1.91	2.16	2.08	35.44
Gulf Power Company	6.76				6.76
Motor Transit Company	29.458	11.763	4.563	1.018	46.802
Tampa Electric Company	44.26	2.94	5.01	.96	53.17
The Miami Beach Railway Company	23.16	4.76	1.09	.79	29.80

*Includes .38 miles of all other main tracks.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1933
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

ITEM	City of Coral Gables	City of St. Peters- burg	Gulf Power Company	Motor Transit Company	Tampa Electric Company	The Miami Beach Railway Company
Passenger Car Mileage	161,187	1,029,580		1,954,708	2,852,156	1,465,166
Freight, Mail and Express Car Mileage			2,740			
Total Car Mileage	161,187	1,029,580	2,740	1,954,708	2,852,156	1,465,166
Passenger Car-hours	14,983	92,644		223,463	327,455	170,649
Freight, Mail and Express car-hours			780			
Total car-hours	14,983	92,644	780	223,463	327,455	170,649
Regular fare passengers carried	420,937	1,877,252		5,869,723	9,794,659	4,568,962
Revenue transfer passengers carried						
Total revenue passengers carried	420,937	1,877,252		5,869,723	9,794,659	4,568,962
Free transfer passengers carried				1,493,792	2,294,512	852,566
Total passengers carried	420,937	1,877,252		7,363,515	12,089,171	5,421,528
Employees and others carried free	1,372			16,833	116,796	48,717
Passenger revenue	\$ 38,383.61	\$ 127,323.98	\$	\$ 375,941.12	\$ 481,838.11	\$ 267,759.40
Average fare, revenue passengers	.09118	.06782		.06405	.04919	.05860
Average fare, all passengers incl. transfer	.09118	.06782		.05105	.03986	.04939
Total revenue from transportation	38,383.61	127,918.30	4,384.11	375,976.24	481,968.86	305,252.04
Revenue from transportation per car-mile	.23813	.12424	1.60004	.19234	.16898	.20834
Revenue from transportation per car-hour	2.56181	1.38075	5.62065	1.68250	1.47186	1.78877
Total revenue from other railway operations		1,829.57		1,552.69	921.64	5,237.46
Revenue from other railway operations						
Per car mile		.00179		.00079	.00032	.00357
Per car-hour		.01974		.00695	.00281	.03069
Total operating revenues	38,383.61	129,747.87	4,384.11	377,528.93	482,890.50	310,489.50
Operating revenues per car-mile	.23813	.12602	1.60004	.19314	.16931	.21191
Operating revenues per car-hour	2.56181	1.40049	5.62065	1.68945	1.47468	1.81946
Total operating expenses	36,636.33	196,075.74	4,776.20	360,976.38	533,654.48	321,448.48
Operating expenses per car-mile	.22729	.19073	1.74314	.18467	.18711	.21939
Operating expenses per car-hour	2.44519	2.11644	6.12333	1.61537	1.62970	1.88368

Does not include Motor Bus Operation.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1933
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS
MOTOR-BUS OPERATIONS

ITEM	City of Coral Gables	City of St. Peters- burg	Motor Transit Company	Tampa Electric Company	The Miami Beach Railway Company
Passenger car mileage	309,258	125,370	1,521,721	526,619	343,937
Passenger car-hours	26,196	10,425	124,483	37,698	27,436
Regular fare passengers carried	633,249	114,284	3,399,628	511,780	359,316
Revenue transfer passengers carried					
Total revenue passengers carried	633,249	114,284	3,399,628	511,780	359,316
Free transfer passengers carried			647,353	31,528	153,962
Total passengers carried	633,249	114,284	4,046,981	543,308	513,278
Employees and others carried free	1,560		15,849	31,305	4,363
Passenger revenue	\$ 23,257.64	\$ 8,329.36	\$ 237,475.42	\$ 49,403.46	\$ 34,807.50
Average fare, revenue passengers .....	.03672	.07288	.06985	.09653	.09687
Average fare, all passengers, incl. transfer .....	.03672	.07288	.05868	.09093	.06781
Total revenue from transportation	23,257.64	8,410.69	237,569.74	50,514.86	35,574.63
Revenue from transportation per car-mile .....	.07520	.06709	.15612	.09592	.10343
Revenue from transportation per car-hour .....	.88783	.80582	1.90845	1.33999	1.29664
Total revenue from other railway operations			381.21	95.04	573.52
Revenue from other railway operations:					
Per car-mile .....			.00025	.00018	.00167
Per car-hour .....			.00306	.00252	.02090
Total operating revenues	23,257.64	8,410.69	237,950.95	50,609.90	36,148.15
Operating revenues per car-mile .....	.07520	.06709	.15637	.09610	.10510
Operating revenues per car-hour .....	.88783	.80582	1.91151	1.34251	1.31754
Total operating expenses	33,660.21	13,794.64	193,333.22	67,614.82	51,477.25
Operating expenses per car-mile .....	.10884	.11003	.12705	.12839	.14967
Operating expenses per car-hour	1.28493	1.32322	1.55309	1.79359	1.87627

Does not include electric railway operations.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—ENTIRE LINE

ASSETS	Clyde Mallory Lines	Kinzie Brothers Steamer Line	Pensacola St. Andrews & Gulf Steamship Company
Investment in real property and equipment	\$ 12,895,745.96	\$ 71,954.83	\$ 44,835.63
Reserves for accrued depreciation—Credit	7,593,562.92	27,478.03	33,747.25
Securities of transportation system corporations— Unpledged	5,036,878.88		
Miscellaneous investments	31,460.00		
Cash	225,236.46	1,603.58	30,733.50
Marketable securities	662.38	2,875.00	10,500.00
Loans and bills receivable	46,262.36	2,215.51	2,013.88
Traffic balances owed by other companies	43,602.16	392.94	
Net balance due from agents, pursers and stewards	127,130.77	94.81	4,722.86
Insurance claims against underwriters	118,501.55		
Miscellaneous accounts receivable	142,022.00	8,104.27	3,580.56
Material and supplies	133,341.81	183.54	1,461.88
Unmatured dividends and interest receivable	634.84		
Temporary advances	17,175.29		
Rents paid in advance	22,829.64		
Insurance premiums paid in advance	263,000.05		
Special deposits	1,275.00		25.00
Insurance and other reserve fund assets	257,339.68		
Open voyage expenses	100,491.27		
Other deferred debit items	133,601.86		
Grand Total	\$ 12,003,629.04	\$ 59,946.45	\$ 64,126.06

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—ENTIRE LINE

LIABILITIES	Clyde Mallory Lines	Kinzie Brothers Steamer Line	Pensacola St. Andrews & Gulf Steamship Company
Capital stock	\$ 3,600,000.00	\$ 35,973.00	\$ 25,000.00
Funded debt	1,465,000.00		
Obligations for long-term advances received	4,358,832.55		
Loans and bills payable	300,000.00	1,400.00	
Audited vouchers and wages unpaid	451,645.19		
Traffic balances owed to other companies	42,427.10		
Miscellaneous accounts payable	51,198.21	2,391.68	3,048.11
Matured dividends and interest unpaid	1,475.00		
Matured rents unpaid	666,584.94		
Working advances owed to other companies		11.26	
Other working liabilities	5,353.39	18.45	
Unmatured dividends, interest, and rents payable	7,381.67		
Taxes accrued		149.63	2,080.95
Operating reserves	338,388.37		
Open voyage revenues	60,971.97		
Other deferred credit items	181,385.76		
Appropriated surplus	30,634.96	13,568.63	
Profit and loss—Credit balance	442,349.93	6,433.80	33,997.00
Grand Total	\$ 12,003,629.04	\$ 59,946.45	\$ 64,126.06

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1933
PROFIT AND LOSS BALANCES AND INCOME ACCOUNTS DETAILED

NAME OF ACCOUNT	Clyde Mallory Lines	Kinzie Brothers Steamer Line	Pensacola St. Andrews & Gulf Steamship Company
PROFIT AND LOSS ACCOUNT			
Balance at beginning of year	\$ 685,774.30	\$ 7,792.43	\$ 25,306.66
Credit balance transferred from income account			11,190.34
Real property and equipment credits	3,606.17		
Miscellaneous credits	6,789.10		
Total	\$ 696,169.57	\$ 7,792.43	\$ 36,497.00
Debit balance transferred from income account	\$ 239,906.13	\$ 1,358.63	
Dividend appropriations of surplus			2,500.00
Real property and equipment debits	13,893.26		
Miscellaneous debits	20.25		
Balance carried to balance sheet	442,349.93	6,433.80	33,997.00
Total	\$ 696,169.57	\$ 7,792.43	\$ 36,497.00

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1933
PROFIT AND LOSS BALANCES AND INCOME ACCOUNTS DETAILED

INCOME ACCOUNT—DETAILS	Clyde Mallory Lines	Kinzie Brothers Steamer Line	Pensacola St. Andrews & Gulf Steamship Company
Freight revenue	\$ 6,867,102.68	\$ 3,816.43	\$ 63,913.79
Passenger revenue	2,020,384.25	2,841.10	478.50
Other transportation revenue	313,895.01	6,471.86	.....
Revenue from operations other than transportation	168,635.64	.....	.....
Charter revenue	58,875.67	.....	.....
Total water-line operating revenues	\$ 9,428,893.25	\$ 13,129.39	\$ 64,392.29
Maintenance of equipment	\$ 1,033,033.04	\$ 4,511.19	\$ 2,942.38
Maintenance of terminals	304,183.29	22.50	277.97
Traffic expenses	657,083.47	182.72	65.00
Transportation expenses	5,049,831.00	8,458.57	40,242.57
General expenses	861,717.50	3,032.70	5,394.13
Charter expenses	871,304.63	.....	.....
Total operating expenses	\$ 8,777,152.93	\$ 16,207.68	\$ 48,922.05
Net revenue from water-line operations	\$ 651,740.32	\$ *3,078.29	\$ 15,470.24
Auxiliary operations—Revenues	\$	\$ 1,420.25	\$
Auxiliary operations—Expenses .....	.....	231.18	.....
Net revenue from auxiliary operations	\$	\$ 1,189.07	\$

*Indicates debit item or deficit.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1933
 PROFIT AND LOSS BALANCES AND INCOME ACCOUNTS DETAILED—(Continued)

INCOME ACCOUNT—DETAILS	Clyde Mallory Lines	Kinzie Brothers Steamer Line	Pensacola St. Andrews & Gulf Steamship Company
Net water-line operating revenue	\$ 651,740.32	\$ *1,889.22	\$ 15,470.24
Water-line tax accruals	61,390.16		3,614.26
Water-line operating income	\$ 590,350.16	\$ *1,889.22	\$ 11,855.98
Total other income	8,098.87	530.59	1,543.89
Gross income	\$ 598,449.03	\$ *1,358.63	\$ 13,399.87
Deductions from gross income	838,355.16		2,209.53
Net income transferred to profit and loss	\$ *239,906.13	\$ *1,358.63	\$ 11,190.34

*Indicates debit item or deficit.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1933
WATER TRANSPORTATION COMPANIES OPERATING WITHIN THE STATE OF FLORIDA

NAME OF COMPANY	BUSINESS ADDRESS	TERRITORY SERVED IN GENERAL
Clyde-Mallory Lines	Pier 34 North River, New York, N. Y.	Operates ocean going steamers out of Boston, New York, Charleston, Jacksonville, Miami, Tampa, Mobile, New Orleans and Galveston.
Kinzie Brothers Steamer Line	46 City Dock, Fort Myers, Fla.	Operates Fort Myers to Captiva and from Punta Rassa to Sanibel, Florida.
Pensacola St. Andrews & Gulf Steamship Company	Pensacola, Florida.	Operates steamers between Pensacola, Panama City, Apalachicola and Carra- belle, Florida and Mobile, Ala.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1933—GENERAL BALANCE SHEET—ENTIRE COMPANY

ASSETS	Western Union Telegraph Company	Postal Telegraph-Cable Company
Investment in plant and equipment	\$328,046,092.10	\$ 50,000.00
Construction work in progress	5,623,685.69	_____
Investment securities	12,796,179.99	_____
Long-term advances receivable	1,180,000.00	_____
Miscellaneous investments	109,485.48	_____
Working assets and accrued income	27,299,036.06	309,537.30
Deferred debit items	2,212,989.49	_____
Grand Total	\$377,267,468.81	\$359,537.30
LIABILITIES		
Capital Stock	\$104,527,919.16	\$ 50,000.00
Capital stock of subsidiary companies	1,761,750.00	_____
Premiums of capital stock	1,163,350.00	_____
Funded Debt	107,866,000.00	_____
Working and accrued liabilities	11,422,022.90	1,281,833.11
Deferred credit items	49,071,001.59	_____
Appropriated surplus	9,453,021.51	_____
Profit and loss	92,002,403.65	*972,295.81
Grand Total	\$377,267,468.81	\$359,537.30

*Indicates debit item or deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1933—PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEMS	Western Union Telegraph Company	Postal Telegraph-Cable Company
Balance at beginning of year—Credit	\$ 87,867,799.06	\$ _____
Credit balance transferred from income	4,364,882.32	_____
Miscellaneous credits	94,017.13	_____
Total	\$ 92,326,698.51	\$ _____
Balance at beginning of year—Debit	\$ _____	\$ 567,005.92
Debit balance transferred from income	_____	405,289.89
Miscellaneous debits	324,294.86	_____
Credit balance transferred to balance sheet	\$ 92,002,403.65	*972,295.81
Total	\$ 92,326,698.51	\$ _____

*Indicates debit balance.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR
YEAR 1933—INCOME ACCOUNT—ENTIRE COMPANY

ITEMS	Western Union Telegraph Company	Postal Telegraph- Cable Company
OPERATING INCOME		
Telegraph and cable operating revenues	\$82,308,606.61	\$2,513,329.25
Telegraph and cable operating expenses	68,036,190.63	2,456,131.26
Net telegraph & cable operating revenues	\$14,272,415.98	\$ 57,197.99
Uncollectible operating revenues	\$ 576,090.00	\$ 36,827.68
Taxes assignable to operations	3,555,700.00	112,998.92
Deductions from net operating revenues	\$ 4,131,790.00	\$ 149,826.60
Operating income	\$10,140,625.98	\$ *92,628.61
Non-operating income	2,684,818.08	.58
Gross income	\$12,825,444.06	\$ *92,628.03
Deductions from gross income	8,460,561.74	312,661.86
Net income transferred to profit and loss	\$ 4,364,882.32	\$ *405,289.89

*Indicates debit item or deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1933
OPERATING REVENUES AND EXPENSES, ENTIRE COMPANY
AND STATE OF FLORIDA

ITEMS	WESTERN UNION TELEGRAPH COMPANY			
	Entire Company	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenues from transmission—Telegraph	\$70,753,866.34	\$ 427,777.88	\$ 1,246,142.68	\$ 1,673,920.56
Revenues from transmission—Cable	6,489,621.49			
Operations other than transmission	6,315,126.43	35,911.91	60,127.82	96,039.73
Contract payments to transportation companies	1,250,007.65	854.06	1,479.46	2,333.52
Total operating revenues	\$82,308,606.61	\$ 462,835.73	\$ 1,304,791.04	\$ 1,767,626.77
OPERATING EXPENSES				
Maintenance expenses	\$14,789,421.17	\$	\$	\$ 544,709.49
Conducting operations	49,504,573.82			1,158,491.35
General and miscellaneous expenses	3,742,195.64			82,104.02
Total operating expenses	\$68,036,190.63	\$	\$	\$ 1,785,304.86
Ratio of operating expense to revenues, per cent	82.66			101.00

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1933
OPERATING REVENUES AND EXPENSES, ENTIRE COMPANY
AND STATE OF FLORIDA

ITEMS	POSTAL TELEGRAPH-CABLE COMPANY			
	Entire Company	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenues from transmission—Telegraph	\$ 2,296,853.92	\$ 122,317.90	\$ 374,661.27	\$ 496,979.17
Operations other than transmission	216,658.18	11,909.54	8,966.01	20,875.55
Contract payments to transportation companies	182.85			
Total operating revenues	\$ 2,513,329.25	\$ 134,227.44	\$ 383,627.28	\$ 517,854.72
OPERATING EXPENSES				
Maintenance expenses	\$ 489,834.44	\$	\$	\$ 100,269.31
Conducting operations	1,876,289.21			389,238.73
General and miscellaneous expenses	90,007.61			18,819.47
Total operating expenses	\$ 2,456,131.26	\$	\$	\$ 508,327.51
Ratio of operating expenses to revenue, per cent.	97.72			98.16

NOTE: Interstate revenues in State represents receipts or collections on interstate messages in the State of Florida, as reported by the telegraph-cable companies. The revenue from interstate messages, etc., is not apportioned to States but is assigned to the State in which paid or collected.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATION IN
OPERATION—ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X and Intercom	Total
Callahan Telephone Co.	Callahan, Fla.	Callahan	13	8				21
		Hilliard	5	6				11
Clewiston Telephone Co.	Clewiston, Fla.	Clewiston	75	10	6			91
Cottondale Telephone Co.	Cottondale, Fla.	Cottondale	20					20
Florida Telephone Corp.	Orlando, Fla.	Alachua	30	4		13		47
		Apopka	58	54	8			120
		Bushnell	21	10				31
		Clermont	52	13				65
		Crescent City	87	9	4			100
		Crystal River	23	7	1			31
		Dade City	99	43	4			146
		Eustis	223	21	17			261
		Groveland	33	5	4			42
		Hastings	33	47	4			84
		High Springs	63	1				64
		Inverness	54	2				56
		Jasper	52					52
		Kissimmee	170	14	13			197
		Lake Butler	14	3		15		32
		Leesburg	371	95	56			522
		Live Oak	191	9	7			207
		Mayo	16					16

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATION IN
OPERATION—ALL COMPANIES—(Continued)

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X and Intercom	Total
Gulf Telephone Company Hampton Telephone Co. Inter-County Telephone Co.	Perry, Fla. Hampton, Fla. Ft. Myers, Fla.	Mount Dora	121	32	6			159
		Ocala	739	100	106	7	189	1,141
		St. Cloud	28	6				34
		Tavares	76	23	9		9	117
		Umatilla	41	11	2			54
		White Springs	13					13
		Wildwood	23	11				34
		Williston	37		1	6		44
		Winter Garden	122	73	19			214
		Perry	188	20	10	5	60	283
		Hampton	3	7				10
		Arcadia	258	73	39		108	478
		Avon Park	159	14	25		131	329
		Bowling Green	14	2	1			17
		Boca Grande	49		16		240	305
		Everglades	37	3	9			49
		Fort Meade	78	8	2	3		91
		Fort Myers	597	32	98		463	1,190
		LaBelle	17	1	2			20
		Lake Placid	36		8		106	150
		Moore Haven	29	2	2			33
		Naples	17	8	4			29

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATION IN
OPERATION—ALL COMPANIES—(Continued)

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X and Intercom	Total
		Okeechobee	70	8	1		60	139
		Punta Gorda	170	2	17		246	435
		Sebring	167	10	25	3	514	719
		Useppa Island					110	110
		Wauchula	150	25	14			189
Macclenny Telephone Co.	Macclenny, Fla.	Macclenny	53					53
McIntosh Telephone Co.	McIntosh, Fla.	McIntosh	32	42				74
Malone Telephone Co.	Malone, Fla.	Malone	12	11				23
Milton Telephone Co.	Milton, Fla.	Milton	94	41	11	9		155
Molino Telephone Co.	Molino, Fla.	Molino	11	6				17
Orange City Telephone Co.	Orange City, Fla.	Orange City	35		3			38
Peninsular Telephone Co.	Tampa, Fla.	Auburndale	82		13			95
		Bartow	506	61	147		20	734
		Bradenton	1,085	371	187		157	1,800
		Clearwater	750	485	440		887	2,562
		Frostproof	104	54	22		12	192
		Haines City	241	88	60			389
		Lakeland	1,671	497	194		322	2,684
		Lake Wales	420	213	140		140	913
		Largo	48	82	20			150
		Mulberry	85	16	11			112
		New Pt. Richey	75		7			82

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATION IN
OPERATION—ALL COMPANIES—(Continued)

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X and Intercom	Total
		Plant City	481	164	80		92	817
		St. Petersburg	4,650	50	729		3,212	8,641
		Sarasota	670	467	234		302	1,673
		Tampa	12,372	769	2,211		2,461	17,813
		Tarpon Springs	240	38	30			308
		Venice	35	10	5			50
		Winter Haven	620	223	161		145	1,149
Quincy Telephone Co.	Quincy, Fla.	Quincy	430	91	66			587
Riverside Telephone Co.	Blountstown, Fla.	Blountstown	42	6	3			51
		Wewahitchka	3					3
Ruskin Tel. E. L. & P. Co.	Ruskin, Fla.	Ruskin	13		2			15
St. Joseph Tel. & Tel. Co.	Port St. Joe, Fla.	Apalachicola	70	3	4			77
		Port St. Joe	8					8
		River Junction	66		1			67
Seymour Telephone Co.	Sneeds, Fla.	Sneeds	23					23
Southeastern Telephone Co.	155 West Clark St. Chicago, Ill.	Bonifay	58		2			60
		Crestview	46		2			48
		DeFuniak Spgs.	228	1	12	15		256
		Greenville	10		2			12
		Madison	160	14	10	32		216
		Monticello	141	21	3			165
		Ponce de Leon	12			2		14

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATION IN
OPERATION—ALL COMPANIES—(Continued)

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X and Intercom	Total
Southern Bell Tel. & Tel. Co.	Atlanta, Ga.	Tallahassee	1,482	59	233		291	2,065
		Valparaiso	23					23
		Baldwin	13		2			15
		Boynton	22		3			25
		Brooksville	209		24	3		236
		Bunnell	38		2			40
		Cedar Key	12		2			14
		Chipley	118		3			121
		Cocoa	214		15		96	326
		Cross City	43		7			50
		Daytona Beach	1,888		354	6	1,297	3,545
		Deland	590		104		270	964
		Delray Beach	107		17		316	440
		Dunnellon	76					76
		Eau Gallie	22		2		68	92
		Fernandina	139		18	1		158
		Ft. Lauderdale	506		87		164	757
		Ft. Pierce	424		39		95	558
		Gainesville	1,247		168	2	343	1,760
		Geneva	29		1			30
		Graceville	50		2	4		56
		Green Cove Spgs.	74		4			78

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATION IN
OPERATION—ALL COMPANIES—(Continued)

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X and Intercom	Total
		Havana	63		1			64
		Hawthorne	18		2			20
		Hollywood	183		31		561	775
		Homestead	167		10			177
		Jacksonville	13,144		2,519	4	4,031	19,698
		Jax Beach	72		6		14	92
		Jensen	18		1			19
		Kelsey City	24		4		15	43
		Key West	548		64		113	725
		Lake City	343		27	15	156	541
		Lake Worth	176		19		19	214
		Longwood	14					14
		Lynn Haven	56		2			58
		Melbourne	86		5	6	77	174
		Miami	10,940		2,810		11,404	25,154
		Micanopy	27		2			29
		New Smyrna	220		26	3	51	300
		Orange Park	24		4			28
		Orlando	3,053		666	26	1,328	5,073
		Oviedo	37		1			38
		Pahokee	95		9			104
		Palatka	474		76	12	93	655

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATION IN
OPERATION—ALL COMPANIES—(Continued)

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X and Intercom	Total
		Panama City	411	—	56	—	181	648
		Pensacola	2,698	—	379	4	436	3,517
		Pompano	48	—	1	—	—	49
		St. Augustine	1,354	—	171	14	566	2,105
		Sanford	891	—	117	2	49	1,059
		Stuart	127	—	25	—	71	223
		Titusville	90	—	12	—	—	102
		Vero Beach	156	—	15	—	43	214
		W. Palm Beach	2,812	—	1,119	—	2,744	6,675
Starke Telephone Co.	Starke, Fla.	Starke	89	—	5	6	—	100
West Florida Tel. & Tel. Co.	Marianna, Fla.	Marianna	206	—	21	—	79	306
West Putnam Telephone Co.	Interlachen, Fla.	Interlachen	10	33	—	—	—	43
Winter Park Telephone Co.	Winter Park, Fla.	Winter Park	522	6	104	—	75	707
TOTAL			77,146	4,754	14,750	218	35,032	131,900

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—CLASS "A", "B" AND "C"—ENTIRE COMPANY

NAME OF COMPANY	ASSETS					
	Class	Plant and Equipment	Other Investments and Advances	Working Assets Accrued Income	Deferred Debit Items	Total Assets
Florida Telephone Corporation	B	\$ 1,010,860.33	\$ 472,693.28	\$ 58,711.98	\$ 114,504.51	\$ 1,656,770.10
Gulf Telephone Company	C	35,618.42		1,106.53		36,724.95
Inter County Tel. & Tel. Co.	B	1,872,898.93		56,503.78	2,685.27	1,932,087.98
Milton Telephone Exchange	C	36,090.37		9,464.14		45,554.51
Peninsular Telephone Company	A	11,098,379.45	207,581.66	2,118,567.31	218,667.41	13,643,195.83
Quincy Telephone Company	C	84,413.61		22,846.57	1,104.00	108,364.18
St. Joseph Tel & Tel Company	C	73,728.20		26,948.16	56.83	100,733.19
Southeastern Telephone Co.	B	493,202.66		35,574.68	1,297.13	530,074.47
Southeastern Telephone Co. of America (1) ..	B	171,953.26		31,270.03	990.55	204,213.84
Southern Bell Tel. & Tel. Co.	A	229,646,073.98	4,206,178.22	14,886,066.71	1,371,804.07	250,110,122.98
West Florida Tel. & Tel. Co.	C	43,872.68		3,140.18		47,012.86
Winter Park Telephone Co.	C	189,675.90		26,203.96	3,574.26	219,454.12
Total		\$244,756,767.79	\$ 4,886,453.16	\$ 17,276,404.03	\$ 1,714,648.03	\$268,634,309.01

- (1) On December 1, 1933, Southeastern Telephone Company purchased the plant property, and material and supplies of the Florida exchanges of Southeastern Telephone Company of America.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—CLASS "A", "B" AND "C"—ENTIRE COMPANY—(Cont'd)

NAME OF COMPANY	LIABILITIES					
	Capital Stock or Proprietor's Account	Funded Debt, Notes Payable	Working and Accrued Liabilities	Deferred Credit Items	Surplus Account	Total Liabilities
Florida Telephone Corporation	\$ 885,500.00	\$ 590,000.00	\$ 51,597.43	\$ 115,590.41	\$ 14,082.26	\$ 1,656,770.10
Gulf Telephone Company	10,000.00	6,712.71	1,178.53	15,050.00	3,783.71	36,724.95
Inter County Tel. & Tel. Co.	450,000.00	1,139,014.76	53,426.69	305,764.84	*16,118.31	1,932,087.98
Milton Telephone Exchange	29,982.61		1,379.16	14,192.74		45,554.51
Peninsular Telephone Company	6,254,851.57	4,073,000.00	336,947.38	2,766,883.18	(a) 211,513.70	13,643,195.83
Quincy Telephone Company	55,500.00	15,160.00	1,419.54	25,670.35	10,614.29	108,364.18
St. Joseph Tel. & Tel. Company	50,000.00		3,585.08	28,484.48	18,663.63	100,733.19
Southeastern Telephone Co.	200,000.00	192,500.00	10,390.64	101,857.44	25,326.39	530,074.47
Southeastern Tel. Co. of America	174,609.73	10,930.83	10,767.53	15,992.29	*8,086.54	204,213.84
Southern Bell Tel. & Tel. Co.	124,999,000.00	66,530,799.53	7,080,938.26	45,575,553.04	5,923,832.15	250,110,122.98
West Florida Tel. & Tel. Co.	20,000.00			20,744.71	6,268.15	47,012.86
Winter Park Telephone Co.	44,600.00	119,200.00	9,996.07	41,794.22	3,863.83	219,454.12
Total	\$133,174,043.91	\$ 72,677,317.83	\$ 7,561,626.31	\$ 49,027,577.70	\$ 6,193,743.26	\$268,634,309.01

(a) Includes \$29,238.41 donations.

*Indicates debit item or deficit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
INCOME STATEMENT—CLASS "A", "B" AND "C" COMPANIES

NAME OF COMPANY	Telephone Operating Revenues	Telephone Operating Expenses	Net Telephone Operating Revenues	Operating Taxes	Net Operating Income	Other Income	Miscellaneous Deductions From Income	Income Available for fixed Charges
Florida Telephone Corporation	\$ 187,222.12	\$ 132,577.70	\$ 54,644.42	\$ 17,367.50	\$ 37,276.92	\$ 23,500.00	\$ 1,129.95	\$ 59,646.97
Gulf Telephone Company	9,657.97	8,940.39	717.58	410.00	307.58			307.58
Inter County Tel. & Tel. Co.	151,906.76	128,662.96	23,243.80	8,450.69	14,793.11	73.34		14,866.45
Milton Telephone Exchange	9,541.47	8,233.06	1,308.41	1,122.21	186.20		84.05	102.15
Peninsular Telephone Company	1,742,659.78	1,028,571.45	714,088.33	175,603.00	538,485.33	41,860.87	2,689.95	577,656.25
Quincy Telephone Company	21,763.13	19,761.00	2,002.13	1,727.89	274.24			274.24
St. Joseph Tel. & Tel. Co.	12,286.75	13,229.73	*942.98	675.02	*1,618.00		326.50	*1,944.50
Southeastern Telephone Co.	96,302.07	66,725.20	29,576.87	4,893.27	24,683.60	1,516.77	990.04	25,210.33
Southeastern Tel. Co. of Amer.	54,367.47	44,911.13	9,456.34	5,999.31	3,457.03	858.61	2,929.57	1,386.07
Southern Bell Tel. & Tel. Co.	47,408,543.28	31,988,739.75	15,419,803.53	5,781,322.20	9,638,481.33	518,409.99	31,362.31	10,125,529.01
West Florida Tel. & Tel. Co.	11,847.92	11,593.89	254.03	846.42	*592.39			*592.39
Winter Park Telephone Co.	31,444.30	18,834.98	12,609.32	2,470.87	10,138.45		1,107.15	9,031.30
Total	\$49,737,543.02	\$33,470,781.24	\$16,266,761.78	\$6,000,888.38	\$10,265,873.40	\$586,219.58	\$40,619.52	\$10,811,473.46

*Indicates debit item or deficit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
INCOME STATEMENT—CLASS "A", "B" AND "C" COMPANIES—(Continued)

NAME OF COMPANY	Fixed Charges	Income After Fixed Charges	Net Income	Reservations of Income Contractual	Dividend Appropriations	Income Balance
Florida Telephone Corporation	\$ 40,047.43	\$ 19,599.54	\$ 19,599.54	\$ —	\$ 9,710.00	\$ 9,889.54
Gulf Telephone Company	225.65	81.93	81.93	—	—	81.93
Inter County Tel. & Tel. Company	51,685.23	*36,818.78	*36,818.78	—	—	*36,818.78
Milton Telephone Exchange	—	102.15	102.15	—	—	102.15
Peninsular Telephone Company	248,836.67	328,819.58	328,819.58	3,549.59	245,000.00	80,269.99
Quincy Telephone Company	885.03	*610.79	*610.79	—	—	*610.79
St. Joseph Tel. & Tel. Company	—	*1,944.50	*1,944.50	—	—	*1,944.50
Southeastern Telephone Company	940.00	24,270.33	24,270.33	—	—	24,270.33
Southeastern Telephone Co. of America	988.23	397.84	397.84	—	—	397.84
Southern Bell Tel. & Tel. Company	3,556,866.13	6,568,662.88	6,568,662.88	—	6,568,662.88	—
West Florida Tel. & Tel. Company	—	*592.39	*592.39	—	—	*592.39
Winter Park Telephone Company	7,765.28	1,266.02	1,266.02	—	—	1,266.02
Total	\$3,908,239.65	\$6,903,233.81	\$6,903,233.81	\$ 3,549.59	\$6,823,372.88	\$ 76,311.34

*Indicates debit item or deficit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1933
INCOME ACCOUNT—CLASS "D" COMPANIES

NAME OF COMPANY	Total Operating Revenue	Operating Expenses	Taxes	Interest and Miscellaneous Deductions	Net Income
Canahan Telephone Company	\$ 2,201.90	\$ 1,706.02	\$ 25.43	\$ 106.08	\$ 364.37
Clewiston Telephone Company	3,671.81	5,325.78	174.80	306.12	*2,134.89
Cottondale Telephone Company	722.60	3,204.89	85.50	-----	*2,567.79
Hampton Telephone Company	616.10	625.07	54.63	-----	*63.60
Macclenny Telephone Company	1,074.46	880.09	42.51	25.00	126.86
McIntosh Telephone Company	3,009.69	4,756.11	118.75	182.69	*2,047.86
Malone Telephone Company	325.25	319.75	5.50	-----	-----
Moio Telephone Company	618.10	895.98	38.42	-----	*316.30
Orange City Telephone Company	1,855.28	2,072.94	126.37	**386.43	42.40
Riverside Telephone Company	3,812.94	6,194.95	188.01	898.00	*3,468.02
Ruskin Telephone, Electric Light & Power Co.	556.88	516.54	9.23	-----	31.11
Scymour Telephone Company (1)	330.00	252.50	-----	-----	107.50
Starke Telephone Company	4,799.28	4,446.79	287.72	520.00	*455.23
West Putnam Telephone Company	1,001.45	1,363.82	101.04	-----	*463.41
Total	\$ 24,625.74	\$ 32,561.23	\$ 1,257.91	\$ 1,651.46	\$*10,844.86

(1) Commenced operations June 1, 1933.

*Indicates deficit.

**Indicates credit item—Miscellaneous income.

STATISTICS OF AUTO TRANSPORTATION COMPANIES
COMPANY OR INDIVIDUAL OPERATING LESS THAN
THE FULL CALENDAR YEAR 1933

Name of Company or Individual	From	To
TRUCK OPERATIONS		
Atlanta-Florida Motor Lines, Inc	April 1,	December 31,
Coast to Coast Truck Express Co.	January 1,	March 31,
Coast to Coast System, Inc.	April 1,	December 31,
Indiana Highway Express, Inc.	January 1,	June 30
Kennedy, A. V. & Company	January 1,	March 31,
K. & L. Transportation Co., Inc.	April 1,	December 31,
Moores, Batsford & Son Trans. Co.	January 1,	March 31,
Overseas Transportation Co.	February 1,	August 31,
Overseas Transportation Co., Inc.	September 1,	December 31,
BUS OPERATIONS		
Colonial Lines, Inc.	May 16.	December 31,
Colonial Stages South, Inc.	January 1,	May 31,
Hawsey Bus Service	January 1,	October 10,
Jacksonville-Waycross Motor Line	January 1,	August 31,

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Reserve Funds	Special Deposits	Current Assets	Prepayments	Deferred Charges
A. B. C. Transfer Company, Inc.	\$ 4,765.57	\$	\$	\$	\$	\$ 2,958.15	\$ 75.00	\$
Adams Truck Line	2,965.36	.....	.....	.....	25.00	935.45	105.06	.....
Akins, W. L. Transportation Co., Inc.	3,475.80	.....	.....	.....	.....	3,802.96	148.75	.....
Atlanta-Florida Motor Lines, Inc.	7,415.00	.....	.....	.....	.....	4,755.45	782.80	.....
Bee Line Transfer Company	7,258.54	.....	.....	.....	.....	1,740.87	147.20	.....
Brown Motor Freight & Boat Lines, Inc.	23,346.20	14,815.15	.....	.....	.....	7,052.27	1,034.15	.....
C. & H. Transfer Company	850.00	8,900.00	.....	.....	.....	*7.18	75.00	.....
Central Truck Lines, Inc.	95,003.58	.....	.....	.....	.....	20,027.23	229.46	.....
Coast to Coast Truck Express Co.	23,943.23	.....	1,500.00	.....	105.00	11,244.12	3,273.84	.....
Coast-to-Coast System, Inc.	22,111.60	10,752.41	.....	.....	120.00	11,345.00	6,304.46	710.25
Edwards Line	8,104.00	1,000.00	.....	.....	.....	1,445.09	139.93	.....
Elliott-Young Consolidated	15,224.54	.....	7,500.00	.....	35.00	2,758.59	1,245.90	.....
Five Transportation Company	30,482.87	.....	.....	.....	.....	4,166.93	415.38	.....
Fogarty Brothers Transfer, Inc.	22,190.13	1,643.17	.....	.....	.....	2,045.86	496.52	.....
Green Brothers Transfer Company	4,426.44	.....	.....	.....	.....	495.06	109.56	.....
Griffis Truck Line	791.00	.....	.....	.....	.....	1,088.92	114.60	.....
Harsberger Motor Transportation Co., Inc.	25,207.88	.....	.....	.....	157.50	3,988.03	1,556.94	.....
Hartline Line	3,910.00	.....	.....	.....	.....	399.14	113.90	.....
Highway Transportation Company	1,258.75	.....	.....	.....	.....	36.87	102.00	7.53
Hunt Truck Line	6,656.96	.....	.....	.....	.....	2,182.33	744.73	.....
Independent Transfer Company	6,893.50	.....	.....	.....	.....	1,127.51	839.80	.....
Indiana Highway Express, Inc.	6,267.50	.....	3,400.00	.....	.....	1,450.90	.....	.....
								Grand Total

*Indicates Credit Item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	ASSETS								
	Plant and Equipment	Investments	Reacquired Securities	Reserve Funds	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
Jacksonville Leach Truck Line	905.00						141.00		1,046.00
Kennedy, A. V. & Company	2,671.98				15.00	1,236.61	311.87		4,235.46
K. & L. Transportation Company, Inc.	8,863.37	262.50			15.00	1,518.56	678.35		11,337.78
L. & L. Freight Lines, Inc.	34,508.57					14,241.28	690.50		49,440.35
Lanes Transfer Company	9,020.34				26.25	1,380.07	306.55		10,733.21
Leitch Truck Line	900.00					31.40	130.10		1,061.50
McLeod Line, Inc.	6,158.69					3,784.75	221.53	70.56	10,235.53
M. & E. Transfer Company	4,810.00					272.65	75.00		5,157.65
Matthews Truck Line	3,392.00					1,000.00	442.39		4,834.39
Moore, Batsford & Son Transfer Co.	11,150.00					81.28	213.00		11,444.28
Overseas Transportation Company	4,168.98					1,335.39			5,504.37
Overseas Transportation Co., Inc.	4,113.98					1,471.57			5,585.55
Peters Truck Line	826.80					1,520.25	118.55		2,465.60
Pittman Truck Line	4,030.77				150.00	182.36	75.00		4,438.13
Ramsey Brothers Truck Line	3,273.25					632.75	316.86		4,222.86
St. Johns River Line Company	31,571.35	186,431.10				36,622.96	8,160.14	6,056.35	268,841.90
Star Truck Line	19,210.77				3.75	5,273.38	459.21		24,947.11
Tamiami Trail Tours, Inc.	186,864.78				135.00	16,167.14	1,518.49		204,685.41
Tarpon Truck Line	1,025.00	4,500.00				5,560.56	145.00		11,230.56
Union Express Freight Co.	9,178.00				75.00	162.12			9,415.12
University City Transfer Co., Inc.	18,636.74					4,059.18	404.51		23,100.43
Total Truck Operations— Common Carrier	\$687,828.82	\$228,304.33	\$ 12,400.00	\$	\$862.50	\$181,573.81	\$ 32,463.03	\$ 6,844.69	\$1,150,277.18

*Indicates Credit Item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Reserve Funds	Special Deposits	Current Assets	Prepayments	Deferred Charges
Atlantic Greyhound Lines of Ga., Inc.	\$ 97,900.00	\$	\$	\$	\$	\$106,663.63	\$ 2,042.46	\$
Bailey's Bus Line	4,470.35					16.78	75.00	
Capital Motor Lines	108,124.14				40.00	21,051.87	2,879.66	
Coastal Transport Company	12,313.85					62,064.88		
Coleman Motor Lines	24,260.00					4,392.67	204.00	
Colonial Lines, Inc.	253,289.60	500.00						
Colonial Stages South, Inc.	171,982.13					253,964.32		
East Coast Stages, Inc.	756,646.35	5,000.00	17,500.00		575.00	62,113.59	29,425.84	
Florida Motor Lines, Inc.	1,291,265.72	11,501.00			560.50	72,214.81	19,165.61	15,050.73
Glades "K" Motor Lines	1,790.10					320.66	263.50	
Green's Taxi and Baggage Transfer	1,700.00					616.71	75.00	
Gulf Coast Motor Lines, Inc.	3,832.48					3,453.53	75.00	
Hawsey Bus Service	795.00						175.00	
Hood Coach Lines, Inc.	193,376.33				1,899.01	15,463.97	4,058.17	
Jacksonville-Waycross Motor Line	7,950.00					101.52	292.90	
Lee's Coach Lines	11,975.00					40.78	75.00	
McJurkin, Wayne F.	13,479.50					375.42	735.82	
St. Andrews Bay Transportation Co.	23,408.49					9,228.24	643.35	
Southeastern Greyhound Lines, Inc.	139,868.61	21,866.37			405.63	116,130.91	429.48	3,889.08
Southern Tours, Inc.	30,379.71				10.00	444.50	75.00	
Tallahassee-Monticello Bus Line	728.50						251.13	
Teche Lines, Inc.	952,827.63	2,250.00			5,443.25	131,637.91	29,767.57	
Town of Pass-a-Grille Beach Bus Line	3,588.91						75.00	
Union Bus Company	261,618.19	21,095.84			480.00	88,689.92	8,593.18	4,310.11
Total Bus Operations— Common Carrier	\$4,367,571.59	\$ 62,213.21	\$ 17,500.00	\$	\$ 9,413.39	\$948,986.62	\$ 99,377.67	\$ 23,249.92
								\$5,528,312.40

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	LIABILITIES								
	Corporate Capital Liabilities	Non-corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
A. B. C. Transfer Company, Inc.	\$ 8,700.00	\$ —	\$ —	\$ 36.52	\$ —	\$ —	\$ 3,770.80	\$ *4,708.60	\$ 7,798.72
Adams Truck Line	—	1,256.05	—	926.89	71.36	—	1,776.57	—	4,030.87
Akins, W. L. Transportation Co., Inc.	5,000.00	—	—	562.57	295.69	—	2,876.27	*1,307.02	7,427.51
Atlanta-Florida Motor Lines, Inc.	2,100.00	—	—	5,580.21	47.58	—	1,942.23	3,283.23	12,953.25
Bee Line Transfer Company	—	5,183.45	—	27.30	—	—	3,935.86	—	9,146.61
Brown Motor Freight & Boat Lines, Inc.	17,978.28	—	660.42	9,778.46	118.46	—	22,218.67	*4,506.52	46,247.77
C. & H. Transfer Company	—	801.56	—	—	16.26	—	9,000.00	—	9,817.82
Central Truck Lines, Inc.	50,000.00	—	9,238.62	10,669.90	1,005.86	1,135.38	37,876.20	5,334.31	115,260.27
Coast to Coast Truck Express Co.	15,000.00	—	6,022.83	9,270.23	779.40	—	14,429.49	*5,435.76	40,066.19
Coast-to-Coast System, Inc.	4,376.26	—	10,219.44	15,895.01	2,309.24	1,388.79	1,705.24	15,449.74	51,343.72
Edwards Line	—	3,278.42	1,033.36	1,620.93	90.19	—	4,666.12	—	10,689.02
Elliott-Young Consolidated	15,000.00	—	—	8,615.82	384.86	273.58	6,210.37	*3,720.60	26,764.03
Five Transportation Company	—	5,590.81	1,950.00	6,149.66	—	—	21,374.71	—	35,065.18
Fogarty Brothers Transfer, Inc.	6,000.00	—	1,150.00	1,266.91	78.32	—	14,724.36	3,156.09	26,375.68
Green Brothers Transfer Company	—	962.33	646.00	150.00	—	—	3,272.73	—	5,031.06
Griffis Truck Line	—	1,424.13	—	—	69.43	—	500.96	—	1,994.52
Hansberger Motor Transportation Co., Inc.	10,000.00	—	—	10,606.54	5,277.21	350.00	17,824.90	*13,148.30	30,910.35
Hartline Line	—	2,566.12	—	511.74	46.96	—	1,298.22	—	4,423.04
Highway Transportation Company	1,500.00	—	—	273.50	—	—	804.00	*1,172.35	1,405.15
Hunt Truck Line	—	5,880.20	2,124.69	—	170.78	—	1,408.35	—	9,584.02
Independent Transfer Company	—	428.62	795.00	3,806.07	178.32	—	3,652.80	—	8,860.81

*Indicates Deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Corporate Capital Liabilities	Non-corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
Indiana Highway Express, Inc.	7,500.00			210.00			3,808.17	*399.77	11,118.40
Jacksonville Beach Truck Line		537.82			10.50		497.68		1,046.00
Kennedy, A. V. & Company		3,077.86		1,024.37			133.23		4,235.46
K. & L. Transportation Company, Inc.	5,000.00			4,063.58			1,348.01	926.19	11,337.78
L. & L. Freight Lines, Inc.	20,000.00			7,727.58			15,810.65	5,902.12	49,440.35
Lanes Transfer Company		5,961.10	206.37	2,423.37	229.63		1,912.74		10,733.21
Leigh Truck Line		317.70			35.00		708.80		1,061.50
McLeod Line, Inc.	10,000.00			9,271.85	350.29		487.53	*9,874.14	10,235.53
M. & E. Transfer Company		602.59			5.06		4,550.00		5,157.65
Matthews Truck Line		1,673.89					3,160.50		4,834.39
Moore, Batsford & Son Transfer Co.		2,455.54		2,186.24			6,802.50		11,444.28
Overseas Transportation Company		2,338.95		2,724.97			440.45		5,504.37
Overseas Transportation Co., Inc.	1,000.00			2,475.92			771.45	1,338.18	5,585.55
Peters Truck Line		2,217.44		90.16			158.00		2,465.60
Pittman Truck Line		1,244.20		200.00	37.25		2,956.68		4,438.13
Ramsey Brothers Truck Line		1,259.53	1,075.56	669.84	34.40		1,183.53		4,222.86
St. Johns River Line Company	74,817.08		33,839.70	81,353.88	3,221.57		59,866.27	15,743.40	268,841.90
Star Truck Line		8,108.51		4,071.16	401.00		12,366.44		24,947.11
Tamiami Trail Tours, Inc.	13,000.00		650,708.39	35,719.73	691.89	743.47	142,194.30	*638,372.37	204,685.41
Tarpon Truck Line		10,958.33					272.23		11,230.56
Union Express Freight Co.	17,075.00			5,790.46			2,326.41	*15,776.75	9,415.12
University City Transfer Co., Inc.	7,000.00			1,023.40	142.19		11,880.14	3,054.70	23,100.43
Total Truck Operations— Common Carrier	\$291,046.62	\$ 68,125.15	\$719,670.38	\$246,774.77	\$ 16,098.70	\$ 3,891.22	\$448,904.56	\$*644,234.22	\$1,150,277.18

*Indicates Deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	LIABILITIES								
	Corporate Capital Liabilities	Non-corporate Proprietor- ship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
Atlantic Greyhound Lines of Ga., Inc.	\$ 90,000.00	\$	\$	\$112,440.50	\$ 3,563.18	\$	\$	\$ 602.41	\$ 206,606.09
Bailey's Bus Line		*307.37		736.92	32.58		4,100.00		4,562.13
Capital Motor Lines	55,000.00			43,951.01	666.33		33,079.15	*600.82	132,095.67
Coastal Transport Company	30,000.00			57,952.27	2,723.88			*16,297.42	74,378.73
Coleman Motor Lines		9,955.32		340.10	106.00		18,455.25		28,856.67
Colonial Lines, Inc.	24.00		215,153.00	5,112.80	5,542.75		27,957.05		253,789.60
Colonial Stages South, Inc.	324,219.84		102,988.86	36,565.15	10,011.37	465.12		*48,303.89	425,946.45
East Coast Stages, Inc.	267,550.00		280,950.00	93,448.74	5,880.69		279,804.88	*56,373.53	871,260.78
Florida Motor Lines, Inc.	223,100.00		1,373,237.58	227,456.56	1,718.71	2,432.19	315,586.29	*733,772.96	1,409,758.37
Glades "K" Motor Lines		*338.24		1,749.63	154.34		808.53		2,374.26
Green's Taxi and Baggage Transfer		722.21					1,669.50		2,391.71
Gulf Coast Motor Lines, Inc.	500.00						3,255.66	3,606.35	7,362.01
Hawsey Bus Service		208.16					761.84		970.00
Hood Coach Lines, Inc.	60,000.00		53,749.00	48,447.47			86,856.75	*34,255.74	214,797.48
Jacksonville-Waycross Motor Line		3,286.76		72.05			4,985.61		8,344.42
Lee's Coach Lines		*84.57			200.35		11,975.00		12,090.78
McJunkin, Wayne F.		3,326.09	864.60	1,382.75	52.44		8,964.86		14,590.74
St. Andrews Bay Transportation Co.	11,500.00		18,925.53	463.79	184.48		7,836.72	*6,184.54	33,280.08
Southeastern Greyhound Lines, Inc.	330,711.84		14,729.00	45,987.71	2,663.17	554.10	16,869.71	*128,371.35	282,590.08
Southern Tours, Inc.	2,400.00			29,985.05			26,972.30	*28,448.14	30,909.21
Tallahassee-Monticello Bus Line		343.70	490.50	26.00	78.96		40.47		979.63
Teche Lines, Inc.	209,495.00		143,187.01	66,004.51	18,382.73	385.68	443,338.91	241,132.52	1,121,926.36
Town of Pass-a-Grille Beach Bus Line					21.42		2,875.00	767.49	3,663.91
Union Bus Company	75,000.00		83,905.81	85,390.14	7,244.34	33.48	116,628.33	16,585.14	384,787.24
Total Bus Operations— Common Carrier	\$1,679,500.68	\$17,112.06	\$2,288,180.89	\$857,513.15	\$59,227.72	\$3,870.57	\$1,412,821.81	\$*789,914.48	\$5,528,312.40

* Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
PROFIT AND LOSS—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Balance at Beginning of Period	Transferred From Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Acc.	Balance at Close of Period
A. B. C. Transfer Company, Inc.	\$ 3,614.12	\$ *1,094.48	\$ -----	\$ -----	\$ *4,708.60
Adams Truck Line		*146.65	-----	*146.65	
Akins, W. L. Transportation Co., Inc.	*1,681.05	374.03	-----	-----	*1,307.02
Atlanta-Florida Motor Lines, Inc.		3,283.23	-----	-----	3,283.23
Bee Line Transfer Company		*754.08	-----	*754.08	
Brown Motor Freight & Boat Lines, Inc.	*2,717.54	*2,234.69	482.14	36.43	*4,506.52
C. & H. Transfer Company		*1,757.14	-----	*1,757.14	
Central Truck Lines, Inc.	2,365.78	2,520.09	448.44	-----	5,334.31
Coast to Coast Truck Express Co.	*5,168.41	*34.90	-----	232.45	*5,435.76
Coast-to-Coast System, Inc.	5,589.22	*9,471.05	22,597.62	3,266.05	15,449.74
Edwards Line		102.63	-----	102.63	
Elliott-Young Consolidated	*1,706.53	*2,664.05	649.98	-----	*3,720.60
Five Transportation Company		3,930.81	-----	3,930.81	
Fogarty Brothers Transfer, Inc.	3,933.54	*777.45	-----	-----	3,156.09
Green Brothers Transfer Company		2,573.70	-----	2,573.70	
Griffis Truck Line		397.79	-----	397.79	
Hansberger Motor Transportation Co., Inc.	*4,932.00	*7,686.36	2,244.21	2,774.15	*13,148.30
Hartline Line		*528.71	-----	*528.71	
Highway Transportation Company	*933.61	*238.74	-----	-----	*1,172.35
Hunt Truck Line		1,110.62	-----	1,110.62	
Independent Transfer Company		*554.30	-----	*554.30	
Indiana Highway Express, Inc.	*452.77	53.00	-----	-----	*399.77

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
PROFIT AND LOSS—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Balance at Beginning of Period	Transferred From Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Acct.	Balance at Close of Period
Jacksonville Beach Truck Line		*502.12		*502.12	
Kennedy, A. V. & Company		477.86		477.86	
K. & L. Transportation Company, Inc.		926.19			926.19
L. & L. Freight Lines, Inc.	5,654.34	201.69	46.09		5,902.12
Lanes Transfer Company		860.07		860.07	
Leigh Truck Line		867.65		867.65	
McLeod Line, Inc.	*5,901.60	*2,236.04		1,736.50	*9,874.14
M. & E. Transfer Company		124.29		124.29	
Matthews Truck Line		2,295.48		2,295.48	
Moore, Batsford & Son Transfer Co.		*259.14		*259.14	
Overseas Transportation Company		2,712.97		2,712.97	
Overseas Transportation Co., Inc.	1,338.95	*.77			1,338.18
Peters Truck Line		1,018.28	123.83	1,142.11	
Pittman Truck Line		1,237.47		1,237.47	
Ramsey Brothers Truck Line		1,416.03	107.10	1,523.13	
St. Johns River Line Company	6,312.84	7,430.56	2,000.00		15,743.40
Star Truck Line		4,663.34	929.61	5,592.95	
Tamiami Trail Tours, Inc.	*621,441.15	*18,461.22	1,530.00		*638,372.37
Tarpon Truck Line		*631.37		*631.37	
Union Express Freight Co.	*15,470.04	*1,481.71	1,375.00	200.00	*15,776.75
University City Transfer Co., Inc.	689.48	2,365.22			3,054.70
Total Truck Operations— Common Carrier	\$*638,134.67	\$*10,571.97	\$ 32,534.02	\$ 28,061.60	\$ 644,234.22

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
PROFIT AND LOSS—ENTIRE LINE

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Acct.	Balance at Close of Period
Atlantic Greyhound Lines of Ga., Inc.	\$ 56,985.02	\$ 15,785.01	\$	\$ 72,167.62	\$ 602.41
Bailey's Bus Line		*152.02		*152.02	
Capital Motor Lines	11,492.71	511.91	10,852.82	472.84	*600.82
Coastal Transport Company	3,924.04	12,215.08	305.00	32,741.54	*16,297.42
Coleman Motor Lines		*2,841.47		*2,841.47	
Colonial Lines, Inc.		10,274.02		10,274.02	
Colonial Stages South, Inc.	89,559.81	*13,069.60		124,794.10	*48,303.89
East Coast Stages, Inc.	*28,647.67	*28,155.76	429.90		*56,373.53
Florida Motor Lines, Inc.	*699,892.25	*3,095.43	480.00	31,265.28	*733,772.96
Glades "K" Motor Lines		*137.49		*137.49	
Green's Taxi and Baggage Transfer		228.36		228.36	
Gulf Coast Motor Lines, Inc.	3,795.80	*189.45			*3,606.35
Hawsey Bus Service		422.23		422.23	
Hood Coach Lines, Inc.	*21,411.09	*16,101.91	3,257.26		*34,255.74
Jacksonville-Waycross Motor Line		*3,164.77		*3,164.77	
Lee's Coach Lines		553.77		553.77	
McJunkin, Wayne F.		1,713.53		1,713.53	
St. Andrews Bay Transportation Co.	*1,132.51	*2,063.74	568.32	3,556.61	*6,184.54
Southeastern Greyhound Lines, Inc.	*79,162.28	31,058.04		80,267.11	*128,371.35
Southern Tours, Inc.	*26,908.95	*3,665.19			*30,574.14
Tallahassee-Monticello Bus Line		*325.57		*325.57	
Teche Lines, Inc.	198,593.14	46,941.77		4,402.39	241,132.52
Town of Pass-a-Grille Beach Bus Line	1,560.17	*1,459.29	666.61		767.49
Union Bus Company	18,265.19	413.25		2,093.30	16,585.14
Total Bus Operations— Common Carrier	\$*495,964.29	\$ 45,695.28	\$ 16,559.91	\$ 358,331.38	\$*792,040.48

* Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
INCOME ACCOUNT—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non-operating Income	Income Deductions	Net Balance Carried to P. & L. Acct.
A. B. C. Transfer Company, Inc.	\$ 1,086.34	\$ 1,683.09	\$ *596.75	\$ *187.07	\$ *783.82	\$ 169.78	\$ —	\$ 140.88	\$ *1,094.48
Adams Truck Line	13,842.86	11,889.78	1,953.08	—	1,953.08	1,973.56	—	126.17	*146.65
Akins, W. L. Transportation Co., Inc	20,567.36	16,859.09	3,708.27	—	3,708.27	3,289.21	—	45.03	374.03
Atlanta-Florida Motor Lines, Inc.	33,179.87	25,411.20	7,768.67	—	7,768.67	4,476.72	—	8.72	3,283.23
Bee Line Transfer Company	7,272.31	6,749.55	522.76	—	522.76	1,037.57	—	239.27	*754.08
Brown Motor Freight & Boat Lines, Inc.	28,141.47	29,474.15	*1,332.68	—	*1,332.68	5,080.36	4,360.31	181.96	*2,234.69
C. & H. Transfer Company	3,212.95	2,415.01	797.94	—	797.94	427.60	—	2,127.48	*1,757.14
Central Truck Lines, Inc.	249,751.28	207,801.41	43,949.87	—	43,949.87	39,472.52	—	1,957.26	2,520.09
Coast to Coast Truck Express Co.	16,342.15	13,165.97	3,176.18	—	3,176.18	2,690.06	—	521.02	*34.90
Coast-to-Coast System, Inc.	87,440.91	81,157.30	6,283.61	—	6,283.61	15,290.36	526.81	991.11	*9,471.05
Edwards Line	16,169.45	13,303.90	2,865.55	—	2,865.55	2,518.38	—	244.54	102.63
Elliott-Young Consolidated	31,526.96	29,497.23	2,029.73	162.28	2,192.01	4,748.91	—	107.15	*2,664.05
Five Transportation Company	43,152.06	33,557.57	9,594.49	—	9,549.49	5,423.30	—	240.38	3,930.81
Fogarty Brothers Transfer, Inc.	23,377.39	21,327.29	2,050.10	—	2,050.10	3,199.43	526.12	154.24	*777.45
Green Brothers Transfer Company	7,536.25	4,556.39	2,979.86	755.94	3,735.80	1,156.90	—	5.20	2,573.70
Griffis Truck Line	4,822.95	3,541.85	1,281.10	—	1,281.10	883.31	—	—	397.79
Hansberger Motor Transportation Co., Inc.	88,431.03	79,992.70	8,438.33	—	8,438.33	15,243.29	—	881.40	*7,686.36
Hartline Line	6,740.89	6,234.87	506.02	—	506.02	1,034.73	—	—	*528.71
Highway Transportation Company	1,000.00	738.29	261.71	—	261.71	500.45	—	—	*238.74
Hunt Truck Line	19,487.63	15,859.85	3,627.78	—	3,627.78	2,501.86	64.58	79.88	1,110.62
Independent Transfer Company	25,148.96	22,759.69	2,389.27	—	2,389.27	2,882.08	—	61.49	*554.30
Indiana Highway Express, Inc.	6,354.54	5,411.03	943.51	—	943.51	890.51	—	—	53.00

*Indicates debit or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
INCOME ACCOUNT—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non-operating Income	Income Deductions	Net Balance Carried to P. & L. Acct.
Jacksonville Beach Truck Line	1,253.77	1,357.77	*104.00		*104.00	398.12			*502.12
Kennedy, A. V. & Company	3,577.32	2,714.26	863.06		863.06	385.20			477.86
K. & L. Transportation Company, Inc.	18,205.19	14,378.99	3,826.20		3,826.20	2,514.98		385.03	926.19
L. & L. Freight Lines, Inc.	103,598.01	87,492.87	16,105.14		16,105.14	15,751.54		151.91	201.69
Lanes Transfer Company	35,970.30	29,320.73	6,649.57		6,649.57	5,645.85		143.65	860.07
Leigh Truck Line	2,434.83	1,079.39	1,355.44		1,355.44	427.79		60.00	867.65
McLeod Line, Inc.	27,643.14	24,043.19	3,599.95		3,599.95	5,566.04		269.95	*2,236.04
M. & E. Transfer Company	1,599.20	1,395.71	203.49	119.90	323.39	199.10			124.29
Matthews Truck Line	6,567.30	3,473.48	3,093.82		3,093.82	798.34			2,295.48
Moore, Batsford & Son Transfer Co.	1,605.09	1,606.50	*1.41	*70.05	*71.46	187.68			*259.14
Overseas Transportation Company	10,846.87	6,512.71	4,334.16		4,334.16	1,621.19			2,712.97
Overseas Transportation Co., Inc.	5,646.69	4,938.90	707.79		707.79	708.56			*.77
Peters Truck Line	9,190.58	6,770.25	2,420.33		2,420.33	1,402.05			1,018.28
Pittman Truck Line	6,898.39	4,124.05	2,774.34		2,774.34	1,536.87			1,237.47
Ramsey Brothers Truck Line	7,029.60	4,344.13	2,685.47		2,685.47	1,196.39		73.05	1,416.03
St. Johns River Line Company	60,300.29	51,900.45	8,399.84		8,399.84	6,141.04	8,101.66	2,929.90	7,430.56
Star Truck Line	38,498.17	28,034.00	10,464.17		10,464.17	5,549.62		251.21	4,663.34
Tamiami Trail Tours, Inc.	118,792.45	116,526.85	2,265.60		2,265.60	19,585.33		1,141.49	*18,461.22
Tampon Truck Line	4,468.34	4,643.32	*174.98		*174.98	456.39			*631.37
Union Express Freight Co.	14,275.90	13,718.41	557.49		557.49	1,390.69		648.51	*1,481.71
University City Transfer Co., Inc.	32,721.52	25,485.20	7,236.32		7,236.32	4,776.92		94.18	2,365.22
Total Truck Operations— Common Carrier	\$1,245,708.56	\$1,065,248.37	\$180,460.19	\$ 781.00	\$181,241.19	\$191,130.58	\$ 13,579.48	\$ 14,262.06	\$*10,571.97

*Indicates debit or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
INCOME ACCOUNT—ENTIRE LINE

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non-operating Income	Income Deductions	Net Balance Carried to P. & L. Acct.
Atlantic Greyhound Lines of Ga., Inc.	\$ 103,187.71	\$ 68,974.96	\$ 34,212.75	\$	\$ 34,212.75	\$ 18,408.88	\$ 202.69	\$ 221.55	\$ 15,785.01
Bailey's Bus Line	1,124.85	898.17	226.68		226.68	378.70			*152.02
Capital Motor Lines	103,508.75	84,639.79	18,868.96		18,868.96	15,291.37	2,646.01	5,711.69	511.91
Coastal Transport Company	80,210.21	53,256.21	26,954.00		26,954.00	14,723.79	160.51	175.64	12,215.08
Coleman Motor Lines	21,790.20	20,207.93	1,582.27		1,582.27	4,423.74			*2,841.47
Colonial Lines, Inc.	154,633.96	115,252.58	39,381.38		39,381.38	20,802.06		8,305.30	10,274.02
Colonial Stages South, Inc.	48,360.22	59,570.86	*11,210.64		*11,210.64	7,982.84	10,679.14	4,555.26	*13,069.60
East Coast Stages, Inc.	140,522.21	390,364.96	50,157.25		50,157.25	61,194.61	1,003.80	18,122.20	*28,155.76
Florida Motor Lines, Inc.	696,199.70	514,236.28	181,963.42		181,963.42	97,717.20	1,056.00	88,397.65	*3,095.43
Glades "K" Motor Lines	4,099.88	3,277.87	822.01		822.01	916.29		43.21	*137.49
Green's Taxi and Baggage Transfer	1,678.34	1,148.35	529.99	15.93	545.92	317.56			228.36
Gulf Coast Motor Lines, Inc.	8,111.59	6,729.94	1,381.65		1,381.65	1,571.10			*189.45
Hawsey Bus Service	4,574.28	2,942.52	1,631.76		1,631.76	1,209.53			422.23
Hood Coach Lines, Inc.	212,098.16	194,598.15	17,500.01		17,500.01	31,425.42		2,176.50	*16,101.91
Jacksonville-Waycross Motor Line	7,194.16	8,498.40	*1,304.24		*1,304.24	1,860.53			*3,164.77
Lee's Coach Lines	6,892.25	4,930.60	1,961.65		1,961.65	1,407.88			553.77
McJunkin, Wayne F.	13,843.10	9,558.68	4,284.42		4,284.42	2,456.35		114.54	1,713.53
St. Andrews Bay Transportation Co.	20,550.24	17,792.32	2,757.92		2,757.92	4,821.66			*2,063.74
Southeastern Greyhound Lines, Inc.	267,250.12	200,208.10	67,042.02		67,042.02	35,484.51	162.33	661.80	31,058.04
Southern Tours, Inc.	6,076.57	8,677.29	*2,600.72		*2,600.72	1,043.42		21.05	*3,665.19
Tallahassee-Monticello Bus Line	2,166.00	2,067.13	98.87		98.87	410.94		13.50	*325.57
Teche Lines, Inc.	895,146.82	687,931.57	207,215.25		207,215.25	111,512.99	301.54	49,062.03	46,941.77
Town of Pass-a-Grille Beach Bus Line	2,036.95	2,825.32	*788.37		*788.37	670.92			*1,459.29
Union Bus Company	326,011.45	268,976.72	57,034.73		57,034.73	60,914.64	10,274.02	5,980.86	413.25
Total Bus Operations— Common Carrier	\$3,427,267.72	\$2,727,564.70	\$699,703.02	\$ 15.93	\$699,718.95	\$496,946.93	\$ 26,486.04	\$183,562.78	\$ 45,695.28

* Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
OPERATING REVENUE—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Passenger Revenue	Baggage Revenue	Special (chartered or for hire) Bus Revenue	U. S. Mail (on buses)	Express Revenue	Freight Revenue	Total Re- venue from Transportation	Miscellaneous Operating Revenue	Total Revenue
A. B. C. Transfer Company, Inc.	\$	\$	\$	\$	\$	1,086.34	\$ 1,086.34	\$	\$ 1,086.34
Auto Truck Line						13,619.19	13,619.19	223.67	13,842.86
Akins, W. L. Transportation Co., Inc.						20,354.01	20,354.01	213.35	20,567.36
Atlanta-Florida Motor Lines, Inc.						33,150.30	33,150.30	29.57	33,179.87
Lee Line Transfer Company						7,144.96	7,144.96	127.35	7,272.31
Brown Motor Freight & Boat Lines, Inc.						28,141.47	28,141.47		28,141.47
C. & H. Transfer Company						3,206.50	3,206.50	6.45	3,212.95
Central Truck Lines, Inc.						247,773.34	247,773.34	1,977.94	249,751.28
Coast to Coast Truck Express Co.						16,299.74	16,299.74	42.41	16,342.15
Coast-to-Coast System, Inc.						87,397.61	87,397.61	43.30	87,440.91
Edwards Line						15,732.00	15,732.00	437.45	16,169.45
Elliott-Young Consolidated						30,787.35	30,787.35	739.61	31,526.96
Five Transportation Company						43,152.06	43,152.06		43,152.06
Fogarty Brothers Transfer, Inc.						23,377.39	23,377.39		23,377.39
Green Brothers Transfer Company						7,536.25	7,536.25		7,536.25
Griffis Truck Line						4,822.95	4,822.95		4,822.95
Hansberger Motor Transportation Co., Inc.						87,076.38	87,076.38	1,354.65	88,431.03
Hartline Line						6,626.79	6,626.79	114.10	6,740.89
Highway Transportation Company						1,000.00	1,000.00		1,000.00
Hunt Truck Line						19,274.28	19,274.28	213.35	19,487.63
Independent Transfer Company						25,148.96	25,148.96		25,148.96
Indiana Highway Express, Inc.						6,354.54	6,354.54		6,354.54
Jacksonville Beach Truck Line						1,251.57	1,251.57	2.20	1,253.77
Kennedy, A. V. & Company						3,574.32	3,574.32	3.00	3,577.32

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
OPERATING REVENUE—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Passenger Revenue	Baggage Revenue	Special (chartered or for hire) Bus Revenue	U. S. Mail (on buses)	Express Revenue	Freight Revenue	Total Re- venue from Transportation	Miscellaneous Operating Revenue	Total Revenue
K. & L. Transportation Company, Inc.						18,205.19	18,205.19		18,205.19
L. & L. Freight Lines, Inc.						102,434.03	102,434.03	1,163.98	103,598.01
Lanes Transfer Company						35,970.30	35,970.30		35,970.30
Leigh Truck Line						2,434.83	2,434.83		2,434.83
McLeod Line, Inc.						27,596.16	27,596.16	46.98	27,643.14
M. & E. Transfer Company						1,526.40	1,526.40	72.80	1,599.20
Matthews Truck Line						6,567.30	6,567.30		6,567.30
Moore, Batsford & Son Transfer Co.						1,605.09	1,605.09		1,605.09
Overseas Transportation Company	5,059.88					5,786.99	10,846.87		10,846.87
Overseas Transportation Co., Inc.	909.17					4,737.52	5,646.69		5,646.69
Peters Truck Line						9,190.58	9,190.58		9,190.58
Pittman Truck Line						6,898.39	6,898.39		6,898.39
Ramsey Brothers Truck Line						7,029.60	7,029.60		7,029.60
St. Johns River Line Company						60,300.29	60,300.29		60,300.29
Star Truck Line						37,861.57	37,861.57	636.60	38,498.17
Tamiami Trail Tours, Inc.						104,488.61	104,488.61	14,303.84	118,792.45
Tarpon Truck Line						4,468.34	4,468.34		4,468.34
Union Express Freight Co.						14,275.90	14,275.90		14,275.90
University City Transfer Co., Inc.						32,434.72	32,434.72	286.80	32,721.52
Total Truck Operations— Common Carrier	\$ 5,969.05	\$	\$	\$	\$	\$1,217,700.11	\$1,223,669.16	\$ 22,039.40	\$1,245,708.56

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
OPERATING REVENUE—ENTIRE LINE

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	Passenger Revenue	Baggage Revenue	Special (chartered for Hire) Bus Revenue	U. S. Mail (on Buses)	Express Revenue	Freight Revenue	Total Revenue from Transporta- tion	Miscellaneous Operating Revenue	Total Revenue
Atlantic Greyhound Lines of Ga., Inc.	\$ 102,003.72	\$ 619.04	\$ 385.10	\$	\$ 179.85	\$	\$ 103,187.71	\$	\$ 103,187.71
Bailey's Bus Line	1,011.70				113.15		1,124.85		1,124.85
Capital Motor Lines	100,182.28		507.30	172.50	2,646.67		103,508.75		103,508.75
Coastal Transport Company	79,344.79	732.41			133.01		80,210.21		80,210.21
Coleman Motor Lines	20,015.80	51.90		1,200.00	522.50		21,790.20		21,790.20
Colonial Lines, Inc.	142,795.76		8,664.08		2,373.40		153,833.24	800.72	154,633.96
Colonial Stages South, Inc.	32,652.22		1,561.88		859.46		35,073.56	13,286.66	48,360.22
East Coast Stages, Inc.	419,540.36	4,066.46	10,867.82	519.14			434,993.78	5,528.43	440,522.21
Florida Motor Lines, Inc.	594,029.24		22,418.65		37,400.85		653,848.74	42,350.96	696,199.70
Glades "K" Motor Lines	2,743.18	.90			1,251.45		3,995.53	104.35	4,099.88
Green's Taxi and Baggage Transfer	302.50	305.50		900.00		170.34	1,678.34		1,678.34
Gulf Coast Motor Lines, Inc.	6,448.50		120.40		1,542.69		8,111.59		8,111.59
Hawsey Bus Service	4,359.60				214.68		4,574.28		4,574.28
Hood Coach Lines, Inc.	200,269.20				3,928.62		204,197.82	7,900.34	212,098.16
Jacksonville-Waycross Motor Line	6,700.41				493.75		7,194.16		7,194.16
Lee's Coach Lines	2,585.42			3,300.00	1,006.83		6,892.25		6,892.25
McJunkin, Wayne F.	7,943.01					5,900.09	13,843.10		13,843.10
St. Andrews Bay Transportation Co.	13,410.24			6,225.64	914.36		20,550.24		20,550.24
Southeastern Greyhound Lines, Inc.	252,980.45	196.46	9,379.38		3,886.36		266,442.65	807.47	267,250.12
Southern Tours, Inc.	5,950.25						5,950.25	126.32	6,076.57
Tallahassee-Monticello Bus Line	1,363.50	22.50		780.00			2,166.00		2,166.00
Teche Lines, Inc.	838,226.97	1,663.89	15,199.08	3,463.63	34,466.10		893,019.67	2,127.15	895,146.82
Town of Pass-a-Grille Beach Bus Line	2,036.95						2,036.95		2,036.95
Union Bus Company	289,090.75		10,538.25		16,162.04	9,107.39	324,898.43	1,113.02	326,011.45
Total Bus Operations— Common Carrier	\$3,125,986.80	\$ 7,659.06	\$ 79,641.94	\$ 16,560.91	\$108,095.77	\$15,177.82	\$3,353,122.30	\$74,145.42	\$3,427,267.72

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
OPERATING EXPENSES—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation	Traffic Promotion	Administrative and General Expenses	Total Operating Expenses
A. B. C. Transfer Company, Inc.	\$ 715.84	\$	\$ 435.88	\$	\$ 531.37	\$ 1,683.09
Adams Truck Line	2,706.81		5,429.57	2,603.14	1,150.26	11,889.78
Akins, W. L. Transportation Co., Inc.	3,151.29	684.53	9,485.99	648.41	2,888.87	16,859.09
Atlanta-Florida Motor Lines, Inc.	6,472.68		11,772.29	2,434.17	4,782.06	25,411.20
Bee Line Transfer Company	1,513.46		2,961.65	67.95	2,206.49	6,749.55
Brown Motor Freight & Boat Lines, Inc.	11,002.93		12,858.62	176.14	5,436.46	29,474.15
C. & H. Transfer Company	420.15		1,492.36	75.00	427.50	2,415.01
Central Truck Lines, Inc.	54,308.69		111,076.46	13,687.55	26,728.71	205,801.41
Coast to Coast Truck Express Co.	2,329.69		6,322.04	604.66	3,909.58	13,165.97
Coast-to-Coast System, Inc.	11,335.98		42,527.77	5,100.83	22,192.72	81,157.30
Edwards Line	3,314.35		5,615.48	150.00	4,224.07	13,303.90
Elliott-Young Consolidated	7,835.82	1,440.42	12,178.94	1,060.78	6,981.27	29,497.23
Five Transportation Company	9,095.01		16,078.20		8,384.36	33,557.57
Fogarty Brothers Transfer, Inc.	6,224.43		10,613.83	721.49	3,767.54	21,327.29
Green Brothers Transfer Company	1,077.55		2,419.66	216.79	842.39	4,556.39
Griffis Truck Line	694.60		2,148.40	650.00	48.85	3,541.85
Hansberger Motor Transportation Co., Inc.	23,536.15	1,689.13	37,017.41	167.30	17,582.71	79,992.70
Hartline Line	1,667.00		2,753.16	75.00	1,739.71	6,234.87
Highway Transportation Company	260.80		396.52	21.75	59.22	738.29
Hunt Truck Line	3,432.39		8,358.97	1,376.50	2,691.99	15,859.85
Independent Transfer Company	4,831.20	305.81	10,632.64		6,990.04	22,759.69
Indiana Highway Express, Inc.	1,367.01		1,764.69		2,279.33	5,411.03
Jacksonville Beach Truck Line	331.24		888.64		137.89	1,357.77
Kennedy, A. V. & Company	144.97		1,079.42		1,489.87	2,714.26

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
OPERATING EXPENSES—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation	Traffic Promotion	Administrative and General Expenses	Total Operating Expenses
K. & L. Transportation Company, Inc.	2,632.37		3,509.69	71.47	8,165.46	14,378.99
L. & L. Freight Lines, Inc.	24,225.15		44,256.93	3,799.11	15,211.68	87,492.87
Lanes Transfer Company	9,055.94	1,815.09	13,137.16	912.38	4,400.16	29,320.73
Leigh Truck Line	502.57		392.04		184.78	1,079.39
McLeod Line, Inc.	5,172.54		9,991.18	278.17	8,601.30	24,043.19
M. & E. Transfer Company	239.00		1,004.71	30.00	122.00	1,395.71
Matthews Truck Line	943.22		2,048.07	3.00	497.19	3,473.48
Moore, Batsford & Son Transfer Co.	295.58		800.08		510.84	1,606.50
Overseas Transportation Company	1,804.15		3,268.35	283.83	1,156.38	6,512.71
Overseas Transportation Co., Inc.	1,368.95		2,014.34	86.80	1,468.81	4,938.90
Peters Truck Line	662.25		3,426.34	60.00	2,621.66	6,770.25
Pittman Truck Line	2,361.98		1,377.57		384.50	4,124.05
Ramsey Brothers Truck Line	1,359.03		2,318.45	9.07	657.58	4,344.13
St. Johns River Line Company	8,365.04		25,069.74	1,193.15	17,272.52	51,900.45
Star Truck Line	8,231.18		14,188.58	2,343.02	3,271.22	28,034.00
Tamiami Trail Tours, Inc.	47,861.90		44,695.83	2,548.10	21,421.02	116,526.85
Tarpon Truck Line	565.00		2,128.39		1,949.93	4,643.32
Union Express Freight Co.	2,518.76	750.00	7,095.82	16.45	3,337.38	13,718.41
University City Transfer Co., Inc.	7,619.55		10,873.65	856.80	6,135.20	25,485.20
Total Truck Operations— Common Carrier	\$283,554.20	\$ 6,684.98	\$507,855.51	\$ 42,328.81	\$224,824.87	\$1,065,248.37

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
OPERATING EXPENSES—ENTIRE LINE

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation	Traffic Promotion	Administrative and General Expenses	Total Operating Expenses
Atlantic Greyhound Lines of Ga., Inc.	\$ 13,334.48	\$ 992.64	\$ 30,395.62	\$ 5,547.49	\$ 18,704.73	\$ 68,974.96
Bailey's Bus Line	281.22		501.95		115.00	898.17
Capital Motor Lines	27,057.12	6,340.42	36,102.69	2,697.92	12,441.64	84,639.79
Coastal Transport Company	10,346.17	777.65	23,676.91	4,360.63	14,094.85	53,256.21
Coleman Motor Lines	10,148.35	2,055.00	6,558.30	100.00	1,346.28	20,207.93
Colonial Lines, Inc.	50,991.45	2,455.65	34,459.23	8,544.24	18,802.01	115,252.58
Colonial Stages South, Inc.	20,110.59	609.55	19,958.26	2,411.89	16,480.57	59,570.86
East Coast Stages, Inc.	135,083.97	2,165.45	177,012.86	22,840.50	53,262.18	390,364.96
Florida Motor Lines, Inc.	145,200.48	13,102.07	224,095.32	37,689.00	94,149.41	514,236.28
Glades "K" Motor Lines	855.20		1,943.54		479.13	3,277.87
Green's Taxi and Baggage Transfer	47.30		987.53		113.52	1,148.35
Gulf Coast Motor Lines, Inc.	2,722.30		2,895.85	3.50	1,108.29	6,729.94
Hawsey Bus Service	636.05		2,065.72		240.75	2,942.52
Hood Coach Lines, Inc.	63,285.02	12,676.19	78,639.11	3,516.72	36,481.11	194,598.15
Jacksonville-Waycross Motor Line	2,545.23	249.00	4,997.77	42.00	664.40	8,498.40
Lee's Coach Lines	575.82	106.31	3,397.77		850.70	4,930.60
McJunkin, Wayne F.	3,171.37		4,794.42		1,592.89	9,558.68
St. Andrews Bay Transportation Co.	6,723.13	617.86	8,015.02	179.96	2,256.35	17,792.32
Southeastern Greyhound Lines, Inc.	80,762.95	5,109.23	70,653.80	8,090.56	35,591.56	200,208.10
Southern Tours, Inc.	4,008.36	78.65	2,673.62	674.12	1,242.54	8,677.29
Tallahassee-Monticello Bus Line	360.21		1,501.47		205.45	2,067.13
Teche Lines, Inc.	250,870.11	14,409.43	280,185.33	46,146.92	96,319.78	687,931.57
Town of Pass-a-Grille Beach Bus Line	1,607.04		902.58		315.70	2,825.32
Union Bus Company	76,060.99	6,262.16	93,503.71	28,201.14	64,948.72	268,976.72
Total Bus Operations—						
Common Carrier	\$906,784.91	\$ 68,007.26	\$1,109,918.38	\$171,046.59	\$471,807.56	\$2,727,564.70

* Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
TAXES—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	On Auto Transportation Property	On Property Used in Affiliated & Auxiliary Opns.	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
A. B. C. Transfer Company, Inc.	\$ 169.78	\$ 169.79		\$ 339.56	\$ 339.56
Adams Truck Line	1,973.56			1,973.56	1,991.94
Akins, W. L. Transportation Co., Inc.	3,289.21			3,389.21	3,122.08
Atlanta-Florida Motor Lines, Inc.	4,476.72			4,476.72	4,612.14
Bee Line Transfer Company	1,037.57			1,037.57	1,037.57
Brown Motor Freight & Boat Lines, Inc.	5,080.36		47.16	5,127.52	5,133.74
C. & H. Transfer Company	427.60		2,955.49	3,383.09	3,380.83
Central Truck Lines, Inc.	39,472.52			39,472.52	39,360.44
Coast to Coast Truck Express Co.	2,690.06			2,690.06	2,998.34
Coast-to-Coast System, Inc.	15,290.36			15,290.36	13,760.52
Edwards Line	2,518.38			2,518.38	2,512.07
Elliott-Young Consolidated	4,748.91	102.46		4,851.37	4,953.01
Five Transportation Company	5,423.30			5,423.30	5,623.30
Fogarty Brothers Transfer, Inc.	3,199.43		38.00	3,237.43	3,238.41
Green Brothers Transfer Company ..	1,156.90	257.61		1,414.51	1,414.51
Griffis Truck Line	883.31			883.31	862.58
Hansberger Motor Transportation Co., Inc.	15,243.29			15,243.29	15,300.09
Hartline Line	1,034.73			1,034.73	1,024.56
Highway Transportation Company ..	500.45			500.45	500.45
Hunt Truck Line	2,501.86			2,501.86	2,463.58
Independent Transfer Company	2,882.08			2,882.08	2,628.76
Indiana Highway Express, Inc.	890.51			890.51	855.47

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
TAXES—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	On Auto Transportation Property	On Property Used in Affiliated & Auxiliary Opns.	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
Jacksonville Beach Truck Line	398.12			398.12	399.63
Kennedy, A. V. & Company	385.20			385.20	519.52
K. & L. Transportation Company, Inc.	2,514.98			2,514.98	2,524.66
L. & L. Freight Lnes, Inc.	15,751.54			15,751.54	16,039.33
Lanes Transfer Company	5,645.85			5,645.85	5,645.85
Leigh Truck Line	427.79			427.79	427.79
McLeod Line, Inc.	5,566.04			5,566.04	5,503.22
M. & E. Transfer Company	199.10	138.53		337.63	338.09
Matthews Truck Line	798.34			798.34	615.04
Moore, Batsford & Son Transfer Co.	187.68	24.47		212.15	350.15
Overseas Transportation Company	1,621.19			1,621.19	1,621.19
Overseas Transportation Co., Inc.	708.56			708.56	708.56
Peters Truck Line	1,402.05			1,402.05	1,402.05
Pittman Truck Line	1,436.87			1,536.87	1,534.80
Ramsey Brothers Truck Line	1,196.39			1,196.39	1,190.85
St. Johns River Line Company	6,141.04		8,253.24	14,394.28	13,615.36
Star Truck Line	5,549.62			5,549.62	5,542.91
Tamiami Trail Tours, Inc.	19,585.33			19,585.33	19,483.65
Tarpon Truck Line	456.39			456.39	456.39
Union Express Freight Co.	1,390.69			1,390.69	1,580.67
University City Transfer Co., Inc.	4,776.92			4,776.92	4,711.13
Total Truck Operations— Common Carrier	\$ 191,130.58	\$ 692.85	\$ 11,293.89	\$ 203,117.32	\$ 201,324.78

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
TAXES—ENTIRE LINE

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	On Auto Transportation Property	On Property Used in Affiliated & Auxiliary Opns.	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
Atlantic Greyhound Lines of Ga., Inc.	\$ 18,408.88	\$	\$	\$ 18,408.88	\$ 20,906.83
Bailey's Bus Line	378.70			378.70	362.36
Capital Motor Lines	15,291.37			15,291.37	15,433.55
Coastal Transport Company	14,723.79			14,723.79	12,333.03
Coleman Motor Lines	4,423.74			4,423.74	4,423.74
Colonial Lines, Inc.	20,802.06			20,802.06	20,802.06
Colonial Stages South, Inc.	7,982.84			7,982.84	9,134.87
East Coast Stages, Inc.	61,194.61			61,194.61	59,060.55
Florida Motor Lines, Inc.	97,717.20			97,717.20	105,421.67
Glades "K" Motor Lines	916.29			916.29	958.72
Green's Taxi and Baggage Transfer	317.56	14.52		332.08	332.08
Gulf Coast Motor Lines, Inc.	1,571.10			1,571.10	1,571.10
Hawsey Bus Service	1,209.53			1,209.53	1,209.53
Hood Coach Lines, Inc.	31,425.42			31,425.42	31,425.42
Jacksonville-Waycross Motor Line	1,860.53			1,860.53	2,012.52
Lee's Coach Lines	1,407.88			1,407.88	1,409.38
McJunkin, Wayne F.	2,456.35			2,456.35	2,135.27
St. Andrews Bay Transportation Co.	4,821.66			4,821.66	4,867.14
Southeastern Greyhound Lines, Inc.	35,484.51			35,484.51	27,711.36
Southern Tours, Inc.	1,043.42			1,043.42	1,043.42
Tallahassee-Monticello Bus Line	410.94			410.94	412.38
Teche Lines, Inc.	111,512.99			111,512.99	105,578.47
Town of Pass-a-Grille Beach Bus Line	670.92			670.92	670.92
Union Bus Company	60,914.64			60,914.64	62,371.87
Total Bus Operations— Common Carrier	\$ 496,946.93	\$ 14.52	\$	\$ 496,961.45	\$ 491,588.24

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Average Miles of Road Operated	REVENUE MILES				REVENUE PASSENGERS CARRIED		TONS OF FREIGHT CARRIED	
		PASSENGER BUSES		Freight, Express and Mail Trucks	Truck Trailers	Regular Tariff Rate	Excursion or Special Rate	Revenue	Non- Revenue
		Regular Service	Excursion or Special						
A. B. C. Transfer Company, Inc.	44			9,800				198	
Adams Truck Line	135			90,916				1,715	
Akins, W. L. Transportation Co., Inc.	161			147,785				1,918	
Atlanta-Florida Motor Lines, Inc.	350			268,800				3,621	
Bee Line Transfer Company	28			19,964				1,917	
Brown Motor Freight & Boat Lines, Inc.	416			152,518	19,305			3,102	
C. & H. Transfer Company	23			16,626				441	
Central Truck Lines, Inc.	2,649			1,039,986	463,440			19,654	
Coast to Coast Truck Express Co.	358			108,794				1,264	
Coast-to-Coast System, Inc.	840			388,669	217,131			6,726	
Edwards Line	332			100,180				1,941	
Elliott-Young Consolidated	237			149,811				3,425	
Five Transportation Company	343			132,440				4,582	
Fogarty Brothers Transfer, Inc.	56			75,450				2,469	
Green Brothers Transfer Company	28			34,630				1,099	
Griffis Truck Line	70			38,951				499	
Hansberger Motor Transportation Co., Inc.	580			376,821	256,390			6,350	
Hartline Line	120			47,179				1,056	
Highway Transportation Company	52			16,999				168	
Hunt Truck Line	300			107,056				2,466	
Independent Transfer Company	154			198,400				2,155	

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Average Miles of Road Operated	REVENUE MILES				REVENUE PASSENGERS CARRIED		TONS OF FREIGHT CARRIED	
		PASSENGER BUSES		Freight, Express and Mail Trucks	Truck Trailers	Regular Tariff Rate	Excursion or Special Rate	Revenue	Non-
		Regular Service	Excursion or Special						
Indiana Highway Express, Inc.	60			26,074				543	
Jacksonville Beach Truck Line	21			11,894				146	
Kennedy, A. V. & Company	148			15,387				444	
K. & L. Transportation Company, Inc.	356			123,929				4,271	
L. & L. Freight Lines, Inc.	437			356,987	243,990			7,368	5
Lanes Transfer Company	165			207,509				4,012	
Leigh Truck Line	27			13,568				263	
McLeod Line, Inc.	513			241,780				2,072	
M. & E. Transfer Company	23			6,056				254	
Matthews Truck Line	36			16,678				830	
Moore, Batsford & Son Transfer Co.	5			1,436				1,308	
Overseas Transportation Company	130	53,950		20,670	7,220	726	640	1,446	
Overseas Transportation Co., Inc.	130	24,535	36,660	20,020		145	132	1,184	
Peters Truck Line	41			47,888				1,086	
Pittman Truck Line	164			45,368				826	
Ramsey Brothers Truck Line	56			40,406				774	
St. Johns River Line Company	294			179,706				20,801	
Star Truck Line	469			234,134				4,451	
Tamiami Trail Tours, Inc.	650			412,439	209,834			10,078	2
Tarpon Truck Line	29			17,806				610	
Union Express Freight Co.	195			82,112				1,999	
University City Transfer Co., Inc.	263			137,109	30,789			3,445	
Total Truck Operations— Common Carrier	11,479	78,485	36,660	5,789,731	1,448,099	871	772	134,977	7

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1933
MILEAGE, TRAFFIC & MISCELLANEOUS STATISTICS

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	Average Miles of Road Operated	REVENUE MILES				REVENUE PASSENGERS CARRIED		TONS OF FREIGHT CARRIED	
		PASSENGER BUSES		Freight Express and Mail Trucks	Truck Trailers	Regular Tariff Rate	Excursion or Special Rate	Revenue	Non- Revenue
		Regular Service	Excursion or Special						
Atlantic Greyhound Lines of Ga., Inc.	444	452,677				28,391			
Bailey's Bus Line	28	30,948				1,602			
Capital Motor Lines	552	746,489	1,696			14,465	73,177		
Coastal Transport Company	156	352,784				30,812			
Coleman Motor Lines	270	402,840				19,440			
Colonial Lines, Inc.	600	647,098	34,029			19,393	77,574		
Colonial Stages South, Inc.	672	189,638		5,263		65,344			
East Coast Stages, Inc.	1,444	2,693,576	32,100			172,000			
Florida Motor Lines, Inc.	1,050	2,461,708	49,767	1,544		271,346	16,698		
Glades "K" Motor Lines	154	77,068				2,457			
Green's Taxi and Baggage Transfer	4	5,660			1,150	605		700	
Gulf Coast Motor Lines, Inc.	60	107,511				8,598			
Hawsey Bus Service	44	74,712				4,836			
Hood Coach Lines, Inc.	956	1,017,778				169,942			
Jacksonville-Waycross Motor Line	186	139,464				4,161	448		
Lee's Coach Lines	337	122,440				2,110			
McJunkin, Wayne F.	34	57,520		21,000		3,610		317	
St. Andrews Bay Transportation Co.	100	204,400				14,313	286		
Southeastern Greyhound Lines, Inc.	600	1,233,214	34,029			142,269			
Southern Tours, Inc.		10,118				432			
Tallahassee-Monticello Bus Line	24	30,672				857			
Teche Lines, Inc.	1,986	4,258,574	50,734			977,028	5,363		
Town of Pass-a-Grille Beach Bus Line	22	31,904				8,148			
Union Bus Company	1,177	1,837,393	39,895			25,549	102,194	680	
Total Bus Operations— Common Carrier	10,900	17,186,186	242,250	27,807	1,150	1,987,708	275,740	1,697	

* Indicates debit item or deficit.

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